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*CANADA'S  
NATIONAL  
RAILWAYS  
AND  
THE WAR*





**CANADA'S NATIONAL RAILWAYS  
THEIR PART IN THE WAR**

# WESTERN UNION TELEGRAM

THEO. N. VAIL, PRESIDENT

RECEIVED AT

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OTTAWA ONT AUG 1ST/14

GENERAL PASSENGER AGENT I.C.R., MONCTON N.B.

PLEASE ARRANGE FOR IMMEDIATE RETURN TO LOCAL HEADQUARTERS OF  
DETACHMENTS FOURTH PRINCEEDWARD ISLAND HEAVY ARTILLERY X3  
NOW ENROUTE FROM MONCTON TO MONTREAL.

ADJUTANT GENERAL.

1920

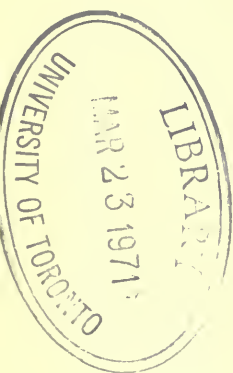
# Canada's National Railways

Their Part in the War.



TORONTO :  
CANADIAN NATIONAL RAILWAYS

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## PREFACE

The story of the Great War (1914-1918) has already passed into the volumes of history and there are many pages dealing with Canada's part in the fray, telling mostly of her exploits in the field and the valor and courage of her soldiers, which all true Canadians feel cannot be too greatly emphasized or too highly praised. Yet we would not forget the splendid part played by "Canada-at-home" during those crucial years—of those who remained to keep the wheels of industry whirring night and day, those who planted and garnered the grain and the mighty organizations within the country, that kept the business of the nation running smoothly and efficiently while thousands and thousands of the finest of her manhood, at the call of duty, poured out of the country to the amphitheatre of the conflict.

Among these organizations within the country, there were probably none which had a greater burden thrust upon them than the Railways of Canada. For, on them fell the task of carrying men from the north, the south, the east, and the west—from every nook and corner of this vast country to our Atlantic seaports that they might sail away to the Great Adventure. They were carried by thousands, week after week, and month after month, and still the call came that more be sent within as short a period of time as possible, and the steel rails, up and down, and across Canada, literally sang to the tune of war as one long heavy train after another rushed along with its precious burden of human freight and its heavy loads of munitions, steel, foodstuffs, clothing and other commodities contributed by the Dominion. With the end of hostilities, shipload after shipload of war-scarred heroes landed at the Atlantic ports. Sometimes several thousands a week came and had to be transported by rail to their homes as speedily as possible.

The task was a herculean one. It meant that each and every member of the great railway organizations had to put all his energy into the task of the hour and be ready for any call whether it came by night or day in order that the system might measure up to what the nation expected of it. It meant a hundred and one things that the general public has never realized.

And, so that the Archives of the Past may hold a permanent and tangible record of the contribution of the Railways of Canada, in the Great War, and that employes of the "National" lines may realize that their efforts during the stress and strain of the war years have not been forgotten, this little volume is presented to the public by the Canadian National Railways with the hope that it may be of special interest to "Young Canada".



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#### MINISTERS PROMINENT IN CANADA'S WAR CABINET

1. Sir Robert Laird Borden, Premier of Canada. 2. Major-General the Hon. Sir Sam Hughes, Minister of Militia. 3. Major-General the Hon. Sydney Chilton Mewburn, who succeeded Sir Sam Hughes as Minister of Militia. 4. The Hon. John Dowsley Reid, M.D., Minister of Railways and Canals.

# CANADA'S NATIONAL RAILWAYS

## THEIR PART IN THE WAR

Up and down the railways of Canada, particularly along that busy stretch from Montreal to Halifax and St. John, which was the spout of the funnel through which the great volume of men and supplies poured forth, the end of the war left a long line of men, tired with effort and anxiety; men with more gray hairs than they used to have, with a little more stoop to the shoulders and a few more lines of care on their faces; men all the way from the head office to the lonely cabin of the section man, who sat back with a sigh of relief and exclaimed: "Thank God, that's the last of the troop trains."

A Great  
National  
Undertaking.

The particular effort of Canada's national railways, though it went to further the military purpose, was mainly a civilian achievement, and, for that reason, may possibly be less certain of securing permanent record than are the great deeds of our soldiers. It has seemed desirable, therefore, that a brief history of the work done by Canadian National Railways during the war-years should be

embodied in permanent form, as an historical record and for the benefit of the coming generations whose pride and interest in this great national undertaking, it is well to enlist.

Only the consciousness of an ardent and patriotic task well performed could ever adequately repay the railway men of Canada for the strenuous and anxious days and nights which they spent during the war. Indeed this work continued long after hostilities ceased because some of the hardest work which the transportation companies performed was during demobilization, with the safety and comfort of half a million men, many of them invalids, entrusted to their care.

### MOBILIZATION

**That fateful  
Sunday.**

The first intimation to the Canadian National Railways that the system might be called upon to fulfill that military function which was initially one of the main reasons for the construction of the Intercolonial Railway wholly through Canadian territory, came on that fateful Sunday, August 2nd, 1914—the memorable day when a solemn hush pervaded the whole world, while men waited to know whether for the British Empire it should be peace or war. On that day, a message was received by the Passenger Traffic Manager



at Moncton from Brigadier-General Biggar, Ottawa, asking that two trains with artillerymen and guns, on their way from Prince Edward Island to Petawawa Camp should be turned back. This was promptly arranged. Great Britain had declared war; and Canada was in it. For the five years following, the two officials representing the Department of Militia and the government railways were in constant communication.

Within a few days following the outbreak of war, the services of the road were actively engaged in the transportation of troops—probably the first troops moved in Canada during the war. A wireless message had been received at Halifax stating that Glace Bay was being bombarded by a German war-ship and asking for help. There is a mystery about that message which has never been solved. It was apparently never sent from any wireless station in Canada; and the surmise of naval men is that it came from the German wireless station in the United States, and was flashed forth in the hope that the British cruisers known to be in the vicinity of New York would be lured away to the help of Glace Bay, and thus give German ships in the United States ports a chance to get to sea. The message was a “fake”, as events proved; but men and guns were rushed

**A Mysterious  
Message.**

Troops to  
Valcartier.

over the Canadian Government Railways to the Strait of Canso and to Sydney.

In those early days many precautionary measures were taken by the Railways in the way of armed patrols, etc., which it was found unnecessary to continue, although it was subsequently discovered that plots to wreck important Canadian Railway structures existed. Fortunately these were not successfully carried out. At the outset, however, there was a scramble for rifles for Bridge Watchmen, and a considerable expense was incurred on this account.

Very soon began that general movement of troops from East and West towards Valcartier, in preparation for the sending of the first expeditionary force to France. After the despatch of the first contingent from Gaspé, the work of embarkation was concentrated at Halifax and St. John, mainly at the former port. The Canadian Pacific Railway was not available for this work at that time. The road runs through the State of Maine; and the United States was still a neutral. The passage of troops or munitions through its territory would have been technically an act of war. So, for the first two and a half years of the war, troops from all parts of Canada were handled exclusively by the Canadian Government Rail-



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#### SCENES AT VALCARTIER CAMP.

1.—An Artillery Pontoon. 2.—Practising Rifle Shooting. 3.—One of the Heavy Artillery Guns. 4.—Fatigue Duty. 5.—Artillery on the March.

ways, on the last long leg of their railway journey to the port of embarkation at Halifax.

The old  
International.

The troops brought from the west were delivered to the Intercolonial Railway—as it then was—at Montreal. After the United States entered the war, the line of the Canadian Pacific Railway to the seaboard became available but its services were never called upon extensively east of Montreal. The Quebec Bridge, and the Transcontinental Railway between Quebec and Moncton, played an important part, as providing an alternate route, or second track, between the points named.

The Canadian Government Railways from Montreal to Halifax and St. John, now included in the Canadian National Railways System, have been compared to the spout of a great funnel, through which poured a vast and, as it appeared to those in charge, a never ending stream of men and supplies. Some years ago, a great Canadian railway man pointed out that one of the defects of our transportation system was that, as he put it, “the hopper was too large for the spout” hence when traffic was poured into the hopper in great volume, there was liable to be congestion. The Canadian Government Railways section of the Canadian National System served as the outlet





The Great Quebec Bridge which was completed during the war and which played an important part in the transport of troops. This bridge is the connecting link between the lines of the Canadian National Railways North and South of the River St. Lawrence.

for half a million men, hauled from all parts of Canada, (and latterly even from the United States), by other Canadian railroads, or recruited along its own lines.

A new demand  
on the  
Railways.

All of the Canadian railways were absolutely new to the work of military transport in any serious fashion. There were no precedents to guide them. The demands made on their resources were unexampled; and were often made by men with an excusable ignorance of the operating capacity of our Canadian lines. In the work of mobilization, particularly, speed was usually a vital consideration, second only to safety. And at all times all preparations had to be conducted with the greatest possible secrecy.

Real work  
begun.

Although there was constant transportation of small bodies of men from one point to another from the time the war began, the real work of the railways in mobilization may be said to have begun early in the winter of 1914-15. It was some little time before the duration and magnitude of the work which the Canadian National Railways was to be called upon to do was fully realized. Then the system of giving each special train a number, was instituted. Serial number One, therefore, was given to the special train which ran from Toronto

to Halifax on February 5th, 1915. It carried nurses and military engineers. There were sixty first-class and one hundred and twenty-six second class passengers on board.

Thereafter, specials, were forwarded incessantly. By the end of that month of February, twelve trains, carrying 4,195 troops had been moved from Montreal to Halifax. During the remainder of the year 1915, one hundred and thirteen special trains with 44,000 troops were operated; and this was only a mere foretaste of what was to come in the succeeding three or four years. In 1916, 455 trains carrying 195,524 soldiers were moved to Halifax. In 1917 there were 309 special trains and 117,136 soldiers carried. In 1918, 294 specials with 102,847 troops. The United States had then entered the war and some American troops were being rushed through Canada. The movement generally was at its height. In one month eighty-two special trains with 33,754 men were moved from Montreal to Halifax. On one day of this month, (April 26th), fourteen thousand men were carried.

The total number of soldiers moved during mobilization was 462,379, on 1,191 special trains, while on the regular trains, 351,619 military passengers were carried—a total of 813,998.

**Big troop movement.**

When a big troop train movement was to take place, notification was sent, some days in advance, to the Passenger Traffic Manager at Moncton, and latterly at Toronto, who was requested to furnish the Militia Department with a schedule covering the required movement. All railways concerned were notified of the number of troops to be moved, and the approximate date when the transport would sail—but not the name of the ship. A secret code-word was used for both the port of departure and the transport: thus Halifax was “Uncalm”; Montreal “Untrap”; St. John “Undeclined”; and Quebec “Uncurrent”. The steamer “Lapland” became the “Beta twenty”; the “Saxonia” the “Gamma twenty-five” and so on. Other weird code-words like “Petaurist”, “Phantastic” figured in the messages constantly flashing between Ottawa, Moncton, Quebec and other points concerned. When the schedule for the movement was complete, it went to General Biggar at Ottawa for his “O.K.”; and as soon as that was received the wheels began to turn.

The movement was facilitated by the fact that, early in the war, the Government issued instructions to the telegraph and telephone companies that messages regarding the movement of troops must be given precedence.

Transportation by water during the war was much more uncertain than by rail; so it came about that through submarine and other dangers, the arrival of transports to carry the soldiers abroad would often be delayed. When that happened, there would come unusual excitement to the boys and girls at some lonely spot some distance down the line from Halifax. The troop trains would all be held up, it being not desirable to bring them into the city until the men could be embarked. One Sunday, four trains carrying United States troops were held up at Windsor Jet, and they were joined soon after by three or

Delay to  
Transports.

four others containing Canadian soldiers.



Sunday at Windsor Junction is about the last word in isolation; and when the soldiers looked out on the sea of rocks surrounding them, their feelings may be imagined. It was at times like these,



## Canada's Grand Armada Leaving



### HISTORIC GAS

Gaspé Bay is sixteen miles in length, and is six miles in width for about twelve miles from its mouth. Then it narrows into the beautiful Gaspé Basin, forming one of the finest harbours in America.

In 1534, Jacques Cartier landed on its shores and took possession of the land in the name of his king, Francis the First.

In 1711 the Basin was the scene of the only triumph of Sir Hovenden Walker, who started with a fleet to capture Quebec, but never got further than Egg Island.

Gaspé Bay, Quebec, October 14, 1914



Y AND BASIN

From the painting by F. S. Challoner, R.C.A.

Still later a call here was made by some of the ships of Wolfe's fleet on their way to lay siege to Quebec in 1759. Gaspé has also its place in the greatest war of history, for it was off its shores in October, 1914, that the thirty-one transports with over thirty-two thousand Canadian troops were assembled, awaiting the arrival of twenty battleships that convoyed them across the Atlantic, and where on the bloody fields of France and Flanders, they brought undying lustre and fame to Canada.

that they seized the opportunity to cover the cars with chalked inscriptions, which became so familiar on troop trains. "Berlin or Bust" uncomplimentary remarks about the Kaiser, and notes of defiance from this battalion on its way to settle with him, were the most common sentiments. It may be imagined that the railways were not always particularly pleased to see their cars defaced; but the authors showed the proper spirit, so it was put up with.

#### THE WORK AT VALCARTIER CAMP

The first  
Canadian  
Contingent.

The most spectacular work of Canada in the war, probably ranking with the biggest feats performed by any of the nations engaged in mobilization, was the assembling and despatching of the first Canadian Division; and in this and subsequent troop movements from Valcartier, the Canadian Northern Railway now included in the Canadian National Railways system was the great factor. The creation and operation of the Valcartier camp and the troop movement in connection therewith, were among the outstanding railway feats of Canada's war effort.

On August 3rd, 1914, the Canadian Northern Railway received notification that Valcartier



camp was to be opened. In a little more than three weeks, the camp had been completed and 37,000 men transported thither. In ten days, three miles of railway track were constructed within the camp. From that time on, the fourteen miles of line, between Valcartier and Quebec were among the busiest in the world.

At this early period of the war, Valcartier was practically the only camp in Canada. All eyes were focussed on it, and all roads seemed to lead to it. From all over Canada, fathers, mothers, wives and sweethearts flocked to Quebec to be in touch with their loved ones who were going overseas; and there was a constant stream of traffic

All Eyes on  
Valcartier



The first roll call at Valcartier

to and from the camp, which is on the single track Canadian Northern line to Chicoutimi.

Fortunately the Company was able to meet the situation. In anticipation of the opening of through lines between the east and west, the Canadian Northern had ordered sixty Colonist cars, which were delivered by the builders just before the outbreak of war. They proved of great service when this emergency arose; indeed the troops could not have been handled nearly so expeditiously without them.

Excursions to  
Valcartier.

In the second and subsequent years of the war, there were as many as 25,000 men at Valcartier almost constantly, and the stream of traffic never let up. Sunday was never a day of rest for the railway men, as on that day frequently six or seven thousand visitors to the camp had to be handled. The Minister of Militia, Sir Sam Hughes was exceedingly anxious to work up enthusiasm in the doings of the Canadian forces, and when the suggestion was made that the railway should operate excursions to Valcartier, he seized upon the idea with avidity. In a short time, excursion rates of about one cent per mile were made effective, and as soon as the fact became known the people began to pour in.

It must be confessed that this was more pleas-



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### VALCARTIER CAMP

1.—Building a Pontoon Bridge. 2.—The Freight Sheds. 3.—General Headquarters. 4.—A Building run up over Night. 5.—Material for Construction of Camp Buildings.

A pertinent  
Remark.

ing to the public than to the officials of the line, who thought that they had reached the limit of endurance with the ordinary military traffic. The late Mr. Spaidal, who was General Superintendent at that time was spending his days and nights at Valcartier, and when he was advised that excursion fares would be authorized and the arrangements required were outlined to him, the official replied promptly, stating that the movements would be arranged, but the man added to his informant; "When I see you personally, I shall tell you what I think of you!" All operating employees were then working so hard, that it is not surprising that they should moan a little over the extra burden.

At the outbreak of the war, not only the Military but the Railway officials as well, worked practically night and day. A large number of the military movements were arranged after nine o'clock at night, and officials of the railway were liable to be called from their beds at any time of the night for consultation or other duty.

As there was no accommodation for visitors at the camp, and the throngs who had gathered at Quebec were anxious to visit the camp daily, eating conveniences had to be arranged. The railway accordingly placed in service at Valcartier a

dining car and two lunch counter cars, which gave constant service from early morning until late at night.

Some striking feats of transportation were performed. On one occasion, the Governor-General was to hold a review on a Sunday, of the troops in the camp, and this, naturally, attracted a very large number of visitors. Just as the review started, rain began to fall heavily, and there were between eight and nine thousand people with no shelter, and anxious to get back to Quebec without delay. Equipment was "rushed" in in record time, and the drenched sightseers transported to shelter.

Drenched  
Sightseers.

An average Sunday's work was ten trains, but as many as forty-four, have been run in the twenty-four hours. There was also a very heavy freight movement into the camp. Several thousand horses were assembled there, and large quantities of fodder for them had to be taken in; and as well, all the requirements of what constituted a good-sized city. One day as many as eighteen mixed trains, (including troops, military freight, guns and horses on each train) were brought into Valcartier. They were timed to arrive at the camp at thirty minute intervals, and each had to be unloaded and cleared.



The military authorities were anxious to show what could really be done, and suggested the use of the soldiers for unloading; but the railway officials knew that soldiers were not familiar with the work, so they gathered up the pick of the bridge and building men on the Quebec lines, and put through the schedule called for by the military, in record time.

### THE MOVEMENT OF WAR SUPPLIES

Feeding the  
Troops  
en route.

One of the war-mottoes of Napoleon was: "An army travels on its stomach." In wars of old, when comparatively few men took the field, troops depended to some extent for food supplies on the country in which they were operating, but in modern warfare with millions of men engaged, this would be impossible. In the late war, it took several men back of the fighting lines to provide food, ammunition and other necessities for every man in the trenches.

So, when we tell how the Canadian National Railways carried half a million men to the sea coast to embark for the war, we must also remember that enormous quantities of supplies had to be carried, not only for them but for many other soldiers overseas; because a very large proportion of the food and ammunition used on the western



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# SCENES AT VALCARTIER CAMP.

1.—A Make-Shift Barber Shop. 2.—An Avenue of Tents. 3.—The Grub Line. 4.—The Chef at Work. 5.—A Popular Canteen.

front by the Allied Armies, during the latter part of the war was sent from Canada.

For the four and a half year war-period, the Canadian Government Railways handled to St. John and Halifax, about one thousand tons of freight every day, or about forty car-loads. This would total well over a million and a half tons; and consisted of food, lumber, munitions, rails, and the thousand and one things the soldier needed, and which Canada could supply.

In addition to this overseas freight, the railway had also to handle daily the shipments of steel turned out by steel plants at Sydney and Trenton, N.S., which were working at capacity under war time pressure. This tonnage was bound for various points in the Maritime Provinces, Quebec, and Ontario, to be made into munitions which the Canadian Government Railways would eventually handle back to the ports of St. John or Halifax.

All this, it must be remembered, was war-work; but in addition, the regular transportation work of the system had to be maintained, and it had greatly increased in volume because of war activities.

When we recall what our national railway accomplished, particularly that single-track portion of it, east of Montreal and Quebec, and how its



officers and men arose to the emergency of increased business, it would seem a favourable omen, and a guarantee of ability to handle successfully whatever demands may be made upon it.

The Canadian Northern System, having a direct or through line from Ottawa to Valcartier which obviated the necessity of going through such terminals as Montreal and Quebec, came in for many rush shipments, some in train-load lots. Special passenger trains for the Governor-General, Minister of Militia and other Cabinet Officers were called for very often and had to be made ready on very short notice.

### MONCTON DURING THE WAR

As the head office of Canadian Government Railways, before the organization of the great system of Canadian National Railways, and the most important point on the line over which practically all the troops travelled on the last leg of their journey to the sea-board, Moncton was a very important point during the war. The stay of the troop trains there was necessarily longer than at most places; and there was scarcely one of Canada's famous regiments which did not march through its streets. It is a place held in affectionate remembrance by the soldiers. Both

The Railway  
Hub of the  
Maritime  
Provinces.

going over-seas and returning, there was always a welcome for them.

All troop trains were halted there long enough for a thorough inspection, and all cars were cleaned, watered, iced, and gassed. The engines and crews were changed, and orders given for a clear run to Truro and Halifax. This gave from a half to three-quarters of an hour for the men to relieve their weariness by a short route-march. It has been estimated that ninety per cent. of the troops sent over-seas had the opportunity of marching through the streets of Moncton, and the City became known far and wide because of the great welcome given to the soldiers.

**Music for the  
Troops.**

The decorations of the city were always up, and the patriotic societies never relaxed their efforts to provide comforts. Moncton's two bands have an enviable record. They were on hand at all hours of the day and night to cheer the boys on their way to the front and to welcome the returning heroes. They have played for no less than eleven trains in one day. The bandsmen were largely employees of the Canadian National Railways; and their devotion to the work of welcoming the soldiers cost them a great deal of time and money, but it was always given cheerfully.

In addition to the troop trains constantly being despatched, there were heavy movements of munitions and supplies of war, going to both St. John and Halifax. The first movements were largely foodstuffs, blankets, clothing, fodder, and so forth; but as soon as the munition plants were organized, the over-seas traffic became heavy and continuous. There was, therefore, the work of operating a constant stream of freight trains, as well as the troop trains.

The large yards at Moncton, constructed for the use of the Transcontinental Railway, were well equipped, and became practically the equivalent of a huge transfer-shed; but large as they were, they were often inadequate to contain all the trains of war material which were assembled. The movement of this material from Moncton to St. John and Halifax, was necessarily regulated by the opportunities for sending the freight over-seas from those ports.

Much work had to be done in Moncton in the way of sorting out from this great accumulation of freight, the supplies most urgently needed at the moment. As soon as the steamers arrived in port, cargoes had to be selected and rushed forward. The call might be for hay or oats, shells, flour, or grain; whatever it was, there was no

time to be lost. Moncton thus became a vast storehouse and forwarding depot for the whole of Canada.

**Freight  
Shipments.**

Those concerned with the handling of freight very frequently had some difficult problems put up to them. One such was when submarine chasers began to be shipped overseas. They were shipped on flat cars, three cars being required for two boats. They were wider than the cars; and movements in the yards and in passing other trains had to be done very carefully. Every train had orders to pass them at a low rate of speed, to avoid the danger of being side-swiped; and in several instances, tracks had to be moved and standpipes shifted, in order to permit their passage. Again, when a large troop movement was on, freight movements had to be suspended for some days, placing a heavier tax on all concerned, when the movements were resumed.

Perhaps the greatest trials of the freight men came at the time of the Halifax explosion. Their problems then seemed hopeless of solution. In addition to the heavy war traffic, supplies for the stricken city kept pouring in; and much freight was received at the terminals in Halifax, not billed at all. For some little time after the explosion, it was a case of "First come, first served", with no questions asked and no explanation necessary.

## THE EXPLOSION AT HALIFAX

At times it almost seemed as though there were some justification for the boastful motto the Germans wore on their belt buckles and elsewhere—"Gott mit uns"; certainly to the hard-pressed Allies, all the luck, at least, seemed to be with the enemy. During the war, Halifax was, perhaps, the most important port in the British Empire, outside the British Isles, also a very vital point in the Government Railway System—and, indeed, for all the railways of Canada. And, just when the war was at its height, and the port and railway terminals busiest, there came the terrible explosion on the morning of December 6th, 1917, which for the time being disorganized everything,

Damage to  
Railway  
Property.



and added to the already heavy task of the railway.

By this explosion, the greater part of the Canadian Government Railways' property at Halifax was either completely destroyed,



**Wholesale  
Destruction.**

or badly damaged. At the Deepwater terminals, the grain elevator and plant, the piers and freight sheds, were partially wrecked. The passenger depot at North Street was unroofed and otherwise damaged. The powerhouse and heating plant were put out of commission. At Richmond, Fairview, Willow Park, all important railway points, practically everywhere within a radius of several miles of Halifax, railway property caught the full force of the explosion. The yards and tracks were torn up and destroyed; and a very large amount of replacement was necessary. The whole of the passenger service, and dining and sleeping car equipment was temporarily disorganized. Wreckage, death, and disorganization brooded over the whole place.

This situation has been well described, as meaning about the same to the railway as blindness and paralysis would mean to an individual. Telegraph and telephone lines were completely out of commission; station terminals were wrecked; locomotives and cars were rendered useless or demolished; the train crews and other workers were, in many cases, killed or injured.

When news of this situation reached Moncton, the General Manager, Mr. C. A. Hayes, (now vice-

president in charge of traffic for Canadian National Railways) equipped a special train with aid of all sorts, human and material. Expert officials in all departments, medical aid, supplies and nurses were on the first special. It was followed by three others with officials, fire and wrecking equipment, repair crews and plant, and food. From all quarters of the system, help and expert advisers were gathered to the solution of this new problem in Canadian railroading. The above force applied itself for the succeeding weeks, day and night, until order was once more restored, and the service again in running condition.

This, of course, did not hold up the transportation of troops. Nothing could be allowed to do that; but what it did do was to make an already difficult task so much harder, and to strain a little further, the nerves and muscles and brain of men who already thought that such "equipment" was sometimes at the breaking point.

### THE SPIRIT OF THE SHOPS

Only those who went through the experience of transporting hundreds of thousands of troops on a line which was, on its most vital part, a single track system, under weather conditions which were at times unexampled in their severity, can

**The  
Mechanical  
Department.**

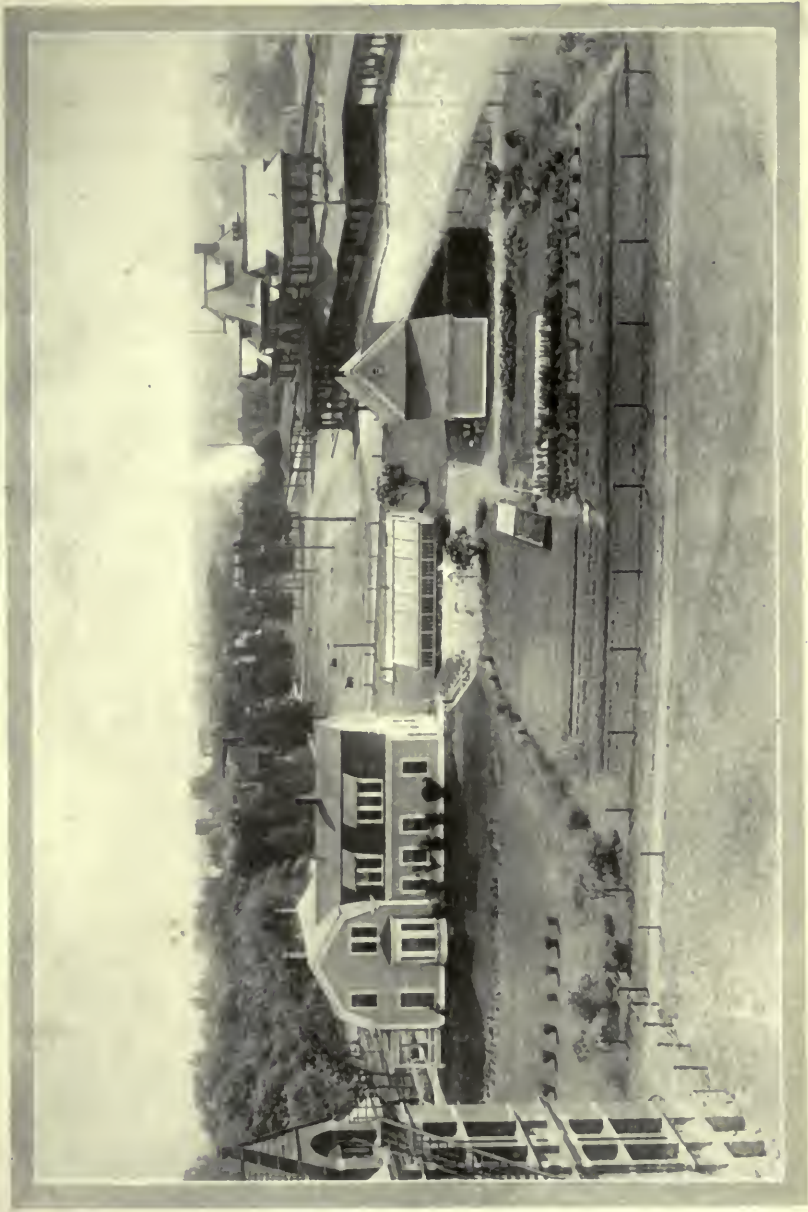
have any true realization of the magnitude of the problem with which the mechanical department, particularly, was confronted. And, for the most part, what this work meant has been known only to those engaged in it.

Something, therefore, should be recorded of the war efforts of men who lay under refractory engines, in the snow and ice at thirty degrees below zero, coaxing them to go; of men who worked for fifty hours at a stretch without sleep, and with only the food they could snatch up; coated with ice so that, as Mr. W. U. Appleton, the Mechanical Superintendent at Moncton, said to the writer of this story, "You could hear their clothes crack as they walked!" Those were the times when men had to run around the engine houses with torches, to keep the engines from "freezing in their beds", when "Frenchmen up north would get down on their knees in the slush under the engines, with the thermometer at twenty below"; when there was no time to send engines to the shops for necessary overhauling, and they had to be run between heavy repairs, over double the usual mile age.

Spirit of  
Patriotism.

The same thing was happening, in some degree, in all departments all over the line; "To properly take care of this immense traffic" says Mr. H. H.





Moncton Station. It has been estimated that ninety per cent of the overseas troops detained here for a march through the city.

Melanson, Passenger Traffic Manager, in a memorandum to Mr. C. A. Hayes, reviewing the work of the office staff during the war, "necessitated work, goodwill, co-operation, patience, and abundance of over-time. Our boys who remained at their post day and night, as occasion required, displayed a spirit of patriotism difficult to duplicate. There was no eight hour system, with time and a half for over-time. They took hold of the work and stuck to it to the last." Referring to one member of the staff at Moncton, as a typical example of faithfulness exhibited he says; "I find that during the month of February he worked eighty-three hours over-time, and in March one hundred and twenty-four hours;" it was the same at Valcartier camp; at Winnipeg, Montreal, Quebec, Toronto—wherever they were called upon "They displayed the essence of energy and devotion to duty, and deserve the thanks of the management."

Some idea of what the work of the mechanical department of a big railway system means in the movement of great bodies of troops, will be of interest to the readers of this story.

All the railroads taking part in the troop movement would wire in particulars of the number of troops they were carrying, the cars and equip-

ment being used, the time they were due to arrive at points of transfer to the Government system, and so forth. So, if sleeping or dining car equipment should happen to be inadequate at the point mentioned, there was usually time to rush it forward.

The next step was to issue notification to the operating departments of the road. The Passenger Department prepared a program of transportation advices, giving the trains by number and all other particulars. In all, about two hundred copies of detailed instructions to officials concerned, were required for each movement.

Among others, copies were sent to the General Superintendent and the General Master Mechanic. The General Superintendent advised the Divisional Superintendents; and the General Master Mechanic, the different Master Mechanics. The latter, with the aid of their engine-house foremen proceeded to "line up" the motive power for the movement. If there were to be twelve trains, for example, twelve engines would be required; but there might be only half the number available at the next terminal, and the problem had to be worked out over every division. "Often," says Mr. Appleton, "a train would be only twenty miles away from a division, with no engine in

Motive Power.

sight; but before the train got in we had one—they always came from somewhere.”

As the war progressed, trainmen became scarce. Voluntary enlistment took a great many, and other good railwaymen went overseas in the Canadian Railway unit; the Military Service Act took others, although special exemption was granted for the class of men most required. It became a great strain on the railway to keep a sufficient number of competent men. Many “green” men were therefore pressed into service.

“Green”  
Help.

To assist such men, particularly, Mr. F. H. Moore, an experienced engineer, was sent from Moncton to Halifax, his duty being to board each engine before pulling out of the terminal and to give any advice and help he could, impressing on the men the necessity of Safety First—and then speed. All the railway men’s organizations constantly preached the same thing to their members. In general orders, the minimum speed to be made over different portions of the line was laid down; but they were allowed to increase this, consistently with safety. With the “hurry call” for men and munitions constantly coming from overseas, every minute saved was precious.

To make and maintain this speed, much preliminary preparation of the engine is necessary.



#### A MIKADO ENGINE

A modern type of locomotive built in Canada which made the hauling of long troop and war supply trains possible.  
Note the contrast between the Mikado and one of the first engines built in Canada.



When you look at a big engine, a "Mikado" or "Santa Fe", as it pulls into a station, bright and shining and full of power, it seems as if it were impatient to start, and ready to go when the conductor gives the word; but it takes a great deal of attention and preparation to put it in that condition of readiness. The first thing is to see that the boiler is full of water; then you make the fire and get up steam. The tender-tank must be full of water also; and a sufficient supply of coal on board. The headlight, the sander, the air signal, the steam-heating apparatus—all these and a dozen more things must be carefully seen to. If there were no sand, the wheels would slip when the engine struck a grade, and it would not haul the train. If the air-brakes were not in good order, it would be very serious indeed for the engine itself and for anything in its path. The headlight is a little powerhouse in itself, with a steam turbine and an electric generator all for its own use. The Inspirators which supply water to the boilers must be in working order.

Then there are different kinds of engines, with different equipment; but all kinds, passenger and freight, big and little, had to be put to the work of hauling troop trains; if necessary freight had to wait. Passenger trains are heated from the

engine; and as freight engines are not required to do this, care had to be taken to see that they had the necessary equipment, when being used to haul troop trains. You require a regulator, for example, to reduce the pressure of steam, and you need hose and pipe connections. Then you "brake" a freight train with only seventy pounds of air pressure, while a passenger train requires twenty pounds more. All this had to be looked after on the freight engines to keep them up to passenger requirements; because the road had to use every engine it could lay its hand on, and a large proportion of the troop movements was done by freight engines.

The ordinary equipment of any of the Canadian lines would have been insufficient to take care of the avalanche of traffic which was launched, when troop movements began; the greatest need being for colonist, tourist, commissary, standard sleeping, and dining cars. By a system of co-operation, the Canadian railways united in furnishing this equipment. The Government secured a large number of engines, including one hundred "Mikado's", twenty "Sante Fe's" and forty "Pacific" passenger locomotives, and rented them to the different lines in Canada. A number of cars were bought by the Canadian Government Railways in the United

Railway  
Co-operation.

States during the war, to assist in relieving the situation. Soldiers who travelled after the Spring of 1919, were fortunate in having the use of the finest new steel colonist cars in the world, as one hundred and thirty of those cars were added to the equipment of Canadian National Railways. They were made in Canada, and cost \$32,500 each; or more than double the cost of similar cars in pre-war days.

Railwaymen in shops all over Canada, worked night and day to keep the equipment up to the mark, and they did so without complaint. The following letters of appreciation, issued by officials of the Canadian National Railways, to the employees concerned, after two occasions on which special efforts were put forth, illustrates the spirit which prevailed:

Moncton, N.B.,  
January 15th, 1917.

#### TO EMPLOYEES CONCERNED.

##### LETTER OF APPRECIATION.

On December 29th, 1916, our Department was asked to state the shortest possible time in which eight more Military Hospital cars could be turned out. After considering the proposition, it was decided that, by working day and night, the entire lot of cars could be completed by January 12th, 1917. Notwithstanding the fact



#### INTERIOR OF COLONIST CAR

The sleeping accommodation was excellent. Each section was equipped with two mattresses, four pillows and four blankets.

that certain modifications were made in the layout and interior fittings which entailed more work than originally figured on, the cars were completed within the specified time and our promise kept.

Great credit is due the employees for the splendid showing made on these cars, and for the patriotic spirit displayed by all in working nights, Sundays, and on New Year's Day, in order to provide suitable equipment for the transportation of our wounded soldiers on their return.

I take this opportunity of extending to all concerned, my sincere thanks.

Yours truly,

G. E. SMART,  
Master Car Builder.

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Moncton, N.B.,  
January 10th, 1918.

L. McKinnon, Esq.,  
22 Maple St.,  
Moncton, N.B.

DEAR SIR:—

Mr. Smart has advised me of the manner in which all hands employed in the freight and passenger car shops turned in during the past month to rush the repairs to a large number of passenger cars damaged in the Halifax disaster.

He has also advised me of the manner in which the men laid aside all question of technicalities as to the pay they should receive if the usual schedule conditions had been applied, or strictly insisted upon by the men.

I am dropping you this line to let you know that I



personally appreciate the manner in which the men undertook the work, and the spirit displayed, of co-operation with the management in working as quickly as possible through a most trying situation.

With best wishes, I am,

Yours truly,

(Sgd.) C. A. HAYES.

General Manager.

In every department this spirit of willingness and co-operation was shown. There was—at first, particularly—a great shortage of mechanical power; but it was more than made up for by the putting forth of extra exertions by the man-power of the employees. When the task put up to the road was realized, there was an immediate response from the men. Representatives of the engineers and firemen considerably heartened their chiefs by coming to them, and intimating that they realized what was ahead for everybody, and were not going to find fault with conditions, bad as they might become. “We are going to go right to this job, and give you the best we can”, was the way they expressed it; and that spirit was maintained throughout. Little things such as no curtains for the engines, or lack of men to clean their fires en route, such as they would require at ordinary times, never troubled the engine men. They went ahead and looked after such things

themselves. All the men thought about was the fact that the road was "in the war". Men all along the line talked, ate and slept "overseas". Not infrequently, men would succumb to the strain, and would get sick during a run; but it was usually possible to pick up among the troops being carried, an experienced man, who was glad to take his place. The old firemen and engineers among the troops, in fact, could not be kept off the engines.

This work of the mechanical department extended to every branch. There was always great rivalry in a friendly spirit, between the mechanical and operating departments, each trying to beat the other out. It was a marvel how some of the engines were "nursed" along. One engine, for example, made over 140,000 miles, before going into the shops for overhauling: and, with that record, hauled eighteen vestibuled cars from Campbellton to Moncton, a distance of 186 miles, in five hours and fifty-five minutes. Railroad men will appreciate what this means.

#### IN THE CANADIAN NORTHERN SHOPS

Railway  
Shops turn  
out 44,000  
shells.

The Shops at Winnipeg, while taxed with the duty of maintaining and repairing the Company's rolling stock, under all the stresses of troop move-

ments and war conditions, were at first able to shoulder their share of munition manufacture, and in this work the performance of the employees was well up to the standards set by employees on other parts of the System.

In 1914 the Imperial Munitions Board at Ottawa, allotted to the various manufacturing concerns of Winnipeg, orders to turn out 300,000 eighteen-pounder high-explosive shells, and as the Railways were co-operating with these manufacturers, the Canadian National Railways was allotted of these, in all, 40,000 shells.

To produce a product coming within the prescribed specifications as initially laid down by the Imperial Munitions Board, each shell had to come within about thirty prescribed gauge limits, and a final test of variation in weight not to exceed three drachms — later, this variation was slightly increased.

It required considerable care and skill on the part of the machine operators and supervisory force, to turn out this accurate work; but in about three months' time the objective of one hundred and fifty shells for thirty-five men, was not only reached, but production was increased to two hundred and ten shells per day, working two shifts of nine hours each on the more laborious work in

connection with the primary machine operations. About 44,000 shells were produced, which were duly accepted and shipped to Eastern Canada for furtherance overseas.

The work, originally started under the direction of Mr. S. J. Hungerford, (now Vice-President, in charge of the Operating and Maintenance Department), was carried on by Mr. A. H. Eager, Mechanical Superintendent at Winnipeg. The following is quoted from Mr. Eager's report on this operation:—

“During the first two or three months of our operations, a great deal of difficulty was experienced in getting things into proper shape, as this was entirely a new product; but I must say that after we had been able to get our organization perfected, the manufacture of these shells and the maintaining of our daily output became an easy matter. Our workmen certainly turned out a very excellent article at a minimum of cost, which passed the Government inspection, with hardly any criticism: and in the manufacturing of nearly 44,000 shells we had only one hundred and twenty-two shells, or the low percentage of 0.28 per cent., rejected on account of improper workmanship in the manufacture. This is an excellent and creditable showing, in which I believe we were as successful as, if not more so than, any other manufacturing concern that attempted this work in the West.

The only regret that I had in connection with the whole matter, was that we were compelled to give up the manufacture of shells, and thus leave to others this important work in connection with the progress of the War;

but as our facilities were limited and the demand for repairs to locomotives and equipment was increasing, it became absolutely necessary, to meet our own railway conditions, to abandon this work of manufacturing munitions.

At the conclusion of our work, I took it upon myself to write a *personal letter* to each of the employees connected with the manufacture of shells in our Fort Rouge Shops, thanking them for their hearty co-operation and for the interest that they had taken in making this contribution to the successful winning of the War."

A copy of the letter follows:

Winnipeg, 2nd June, 1916.

DEAR SIR:—

The manufacture of 18 Pr. High Explosive Shells in the Winnipeg Fort Rouge Shops having been completed, I wish to express my sincere appreciation of the efforts made by all the workmen in connection with the very successful results which we have been able to obtain in the manufacture of these shells, through the hearty co-operation of all the men concerned.

When the contract for these shells was first undertaken, it did not appear on the surface that the manufacture of this particular kind of shell was as difficult as our later experience has proven, and while, with possibly one or two exceptions, all of our employees assigned to this work, were not in any way familiar with the methods which had to be adopted, I consider that the success which has been attained in our shops in the manufacture of these shells speaks very highly of the skill of our workmen. I have no hesitation in saying that the efforts of all concerned have been the means of bringing about that success which was attained in the handling of this unfamiliar work, and I wish to thank



each one for the hearty and cheerful co-operation that has been given in this work.

Yours truly,

(Sgd.) A. H. EAGER,  
Asst. Supt. Rolling Stock.

### THE TRAIN DESPATCHERS

The great  
responsibility  
of the Train  
Despatcher.

So far as actual mental strain was concerned, there was probably no class of officials connected with the railroads, that had so much to bear-as the train despatchers. When the demobilization movements, particularly, were heavy, there were constant streams of trains moving both east and west, equipment trains towards the Atlantic and troop specials towards the Pacific.

From the despatching office of Canadian National Railways at Pier two, Halifax, train orders were issued to take each train as far as Truro. They were run as far as Windsor Junction under the protection of the automatic block signal, each train being held up there until the preceding train was one telegraph station in advance. This reduced the running time to what was practically a twenty minute block. Trains were run under this system right through to Montreal, the renewal of train orders along the line being issued with regard to this principle, which was highly necessary

on a single track road where so many trains were being operated.

On several occasions, two or three of the largest troop ships reached Halifax at the same time, necessitating the despatching of a constant stream of trains for nearly every one of the succeeding forty-eight hours, during which most of the train despatchers remained on continuous duty. Yet no single case occurred where the slightest mistake was made in the issuing or transmission of train orders. Not a mishap occurred, not even a

Constant  
Stream of  
Trains



One of the big troop ships. Note the camouflage.

delay, which could be traced to any lapse of good judgment or any neglect in despatching.

### WESTERN LINES

In Western Canada, while the transportation services rendered by the then Canadian Northern Lines, were spread over a greater extent of mileage, this did not make the task of troop movement lighter, owing to the limited equipment available. In the second year of the War, the largest Military Camp in the Dominion was established at Sewell, Man., and heavy movements of troops to and from this point were made in the last four years of the War.

The Canadian Northern Western Lines used in military train movements, commissary cars of the lunch counter type, and those cars were commented upon favourably by the men and also by the Military authorities.

The fact that the Canadian Northern Railway's Western Lines carried many thousand troops during the war, and period of demobilization, without loss of life or a serious accident of any kind, is in itself a matter of pride to all the officers and employees who were connected with the transportation of the soldiers.

## MYSTERY TRAINS

All through the war there were passing over the Canadian railroads at some time or another, certain trains to which a great air of mystery was attached. Sometimes, it was a single car, carrying unknown passengers who were apparently of very great importance in the eyes of the Government; at other times, a "fish" or a "silk" special would be going through.

Railways and  
Camouflage.

The air of mystery by which such trains were surrounded was, of course, necessary. German spies were everywhere, and would hold their own lives cheap if they could wreak damage on some person or some material, of great value to the Allied cause. Therefore, camouflage was resort-



ed to, that device which is at least as old as the wars of the Greeks and Trojans, as the boys and girls who read this story of Canada's National Railways and who recall the incident of the Wooden Horse, will realize.

Secrecy in the movement of troops was, of course, observed at all times; but occasionally a train would be run over the road, which was certainly not a troop train, because it would consist of only two or three cars. No doubt some of you who read this have heard those specials hurrying by in the night, or have seen them flashing past by day, and have wondered who or what was in such a hurry.

Even the trainmen, who were conducting the mysterious passengers, and the despatchers who were securing them the right of way and double assurance of safe operation, wondered who the mysterious passengers were, who never relieved the tedium of a long journey by so much as a peek through the heavily curtained windows.

Generally such trains were carrying statesmen on special missions—statesmen of Europe, often going to the United States; of Canada, going about at home or bound abroad; or, occasionally, after the United States entered the war, potentates of that country. For instance, on one oc-





The Right Honorable A. J. Balfour.

Britain's Envoy to the United States in the early stages of the war, the Right Honourable gentleman's mission was to state Great Britain's case before the United States Senate and Congress. Mr. Balfour travelled on one of the Canadian National mystery trains.

casion, Premier Sir Robert Borden, attended by members of his cabinet, passed through Moncton on a mysterious special. The utmost secrecy attended the movements of this train. No one was allowed to see or recognize the occupants, while the train was passing through; although the news afterwards came out that when they reached Halifax they went directly on to the warship which was waiting to convey them to Great Britain.

On another occasion, a number of Italian representatives landed at Halifax from a warship, and were sent through to Washington, under conditions of the most profound secrecy. A party of diplomats from the United States came through from Washington, and boarded a warship at Hali-



fax. Mystery trains came to be rather common as the war progressed.

There were, of course, many mythical stories circulated by imaginative persons with regard to certain of the mystery trains. The story of the trainload of Russians, whom many ordinarily truthful but extraordinarily credulous people all over Canada, reported as having seen, was, of course, purely imaginative. But there was no myth about the "Silk" and "Fish" specials.

The "Silk" specials were nothing more or less than large bodies of Coolie laborers, brought across the Pacific Ocean, and thence across Canada, on their way to perform useful manual labor behind the fighting lines in Europe. It was necessary to bring these Asiatics into the war—not for fighting purposes, because none of them ever bore arms—but to do the manual labor, which it would have been a great waste to have called upon trained soldiers to do. They had to be carried secretly, in conformity with the general policy with which all war operations were conducted; and they had also to be carefully watched, lest they should escape en route. The head tax of five hundred dollars would have had to be paid for any Coolie escaping; and as one Chinaman, to the eye of the average white man, is as much like

Oriental  
on the Silk  
"Specials".

another as are two peas, identification and recovery would have been difficult, if not impossible. Indeed, there is a story that a slippery Coolie did escape from a train passing over the prairies. The guard who was responsible, was worried, but not dismayed. He dashed uptown and "commandeered" the first Chinaman he met, and carried him off as a substitute for the one he had lost.

A peculiar incident happened when a troopship of Coolies, ready to leave Halifax under convoy, was held up for two days, owing to the absence of rice in sufficient quantities to satisfy the Chinese appetite. Two carloads of rice which should have gone on the steamer were delayed in the yards at Moncton, and were forwarded by special freight after the wires had been kept hot for a few hours. The Coolies carried their own



cooking utensils and dishes, and fed entirely on rice and fish. When disembarking from the steamer, preparatory to entraining, they were taken off in lots of about seventy-two at a time—"Six dozen assorted Coolies", one disembarkation officer used to say—and packed in at the rate of about seven hundred and fifty to a train. As they went through the clearing house at Halifax, the Red Cross used to give each man an apple.

There were, in all, 48,708 of these Coolie passengers, carried in sixty-seven "Silk" trains between July, 1917, and April, 1918. Three guards were employed to each car.

Most interesting of all, though, were the "Fish" specials. There was nothing in the term likely to arouse comment or particular enquiry, as it had been the practise for years before the war, to run special trains by express, carrying fresh fish from Canso, N.S., to Montreal, Toronto, Winnipeg, and even right through to the Pacific coast. This, in itself, was an important function of Canadian National Railways, and still is, as by it the people of Ontario and the West, may have Atlantic sea food fresh from the ocean. During the war, it helped greatly to conserve the supplies of beef and bacon needed for the men in the trenches; so it is deserving of at least passing mention, as a

Millions in  
gold on the  
"Fish  
Specials".



not unimportant part of the war effort of the road.

But the "fish" specials which were so important in the eyes of the Allied nations, carried a far more precious cargo: they might almost be called "Gold-fish" specials, because they were laden with bars, and billets and coins of the precious metal itself—they were carrying gold and specie, sent from South Africa, France, England and Australia, and were destined for the branch of the British Mint at Ottawa, to be coined and sent to the United States Treasury at Washington. It was a small part of the stupendous scheme of financing of Great Britain, and of the Allies, the pooling of wealth which stimulated the manufacture of munitions of war, and the production of food and other necessities.

The shipments of gold arrived in Canada by warships, and were in nearly every case landed at Halifax. Each shipment was valued at from ten to twenty million dollars. The billets of gold, (it sounds almost like a tale of pirates' treasure) were packed in small, strong boxes, banded with iron, and sealed, weighing from one hundred and sixty to one hundred and eighty pounds each. Each one of those small rough boxes, which looked so insignificant when the sailors were trans-

porting them ashore, was worth from fifty to sixty thousand dollars! When the warships containing the treasure arrived at the dockyard at Halifax—where there was always a very strong guard—the Treasure Train or Fish Special was backed up to the Dockyard gates, and the gold put on board. The shipments were in charge of the Admiralty, and the Express Companies were the forwarding agencies by land.

The “fish” trains generally consisted of six baggage cars, one as a “buffer” next the engine, and five containing the bullion. On the rear was a private car containing two Superintendents of Express, and often a railway official to look after train arrangements. And on every car containing the gold, were four guards, heavily armed, two special railroad service men, and two express company men. The buffer car ahead contained guards, and there was also a patrol of four men on the rear car. At night, an armed guard always rode on the engine. The train was connected by telephone from end to end, to make as little stopping as possible necessary. The cars could not be gone through, except by telephone advice that someone in authority was coming. Hammering at any of the car doors to gain entry would not have produced the slightest effect.

Armed Guards  
Aboard!

The buffer car next the engine was a wise precaution. During the entire gold movements, which extended over two years, only once was there a wreck. The buffer car was smashed badly in a collision, but the cars containing the treasure were untouched. While a transfer of cars was being made on this occasion, the guards had, of course, to exercise redoubled vigilance. The effect of a bad smash-up, with gold scattered about, may be imagined. The good fortune which attended the war work of Canadian National Railways was perhaps, as conspicuous as the difficulties encountered. Not a dollar's worth of gold was lost in transit. On one occasion, while it was being transferred at Halifax, a box containing about ten thousand dollar's worth fell into the water at Pier Two, but a diver soon recovered it.

The total value of gold carried would run into a fabulous sum. One express train alone, had twelve cars containing sixty-seven million dollars. Another shipment, which went to New York via Vanceboro, destined for the banking house of Morgan, contained twenty millions in gold and thirty-five millions in securities. One express company alone, took nearly eight hundred millions in gold, to Ottawa.

Here, it might be imagined, would have been a magnet to attract the most expert train robbers in America. Although the trains were called mystery trains, and it would, probably, have been very difficult to identify any particular train as a treasure special, it was impossible to keep entirely secret, the fact that such trains were running. Once, while a necessary stop was being made at a terminal point, those aboard the train overheard an interesting conversation between two wheel-tappers—those men who walk along and examine the

Secrecy and  
camouflage  
play their  
part.

running gear of cars to see that all is in order, and give what seems to the observer to be a purely mechanical tap with the hammer as they go.

“I wonder now”, said one of the wheel-tappers, “what kind of a train will this be, anyway, with all baggage cars and no passengers?”



"I have heard that it is gold they are carrying" said the other. After considerable calculation of the space which might be filled if all the cars were fully loaded, they came to the conclusion that "there might be as much as ten or eleven thousand dollars on board." As a matter of fact, the train was carrying about fifty million dollars in the precious metal.

Occasionally, the camouflage of "Fish trains" was given a spice of realism. A few barrels or boxes of fish were carried, in order to lend credibility to the fiction it was desired to create. Once a barrel of live lobsters was on one of the rear cars, but before the train reached its destination, some of them died, and the fact was soon advertised by the aroma. The treasure train was at a terminal station, some travellers started to get on board, thinking it was a regular passenger train. They





were told it was a "private fish train." "Phew", said one of the would-be passengers, "Fish train. I believe you!" and he hurriedly departed.

As a rule the trains were despatched from Halifax in time to reach Ottawa in the early morning; and there was much rivalry among the engineers as to the time made. The treasure trains did not stop at terminals at all, when they could avoid doing so, but received their despatching orders outside, and passed through the terminal yards, with doors and windows closed.

The chief danger in connection with the operation of these trains was that some enemy who had got wind of them, might attempt to blow up a bridge or turn a switch, but as a matter of fact, through constant watchfulness and occasional changing of the position of the trains to run ahead or behind others, nothing ever happened to interrupt the stream of gold.

### HOSPITAL CARS

In the work of mobilization, the first thought of the railway was Speed, and almost every other consideration, excepting that of Safety, was sacrificed to secure that end. When, in the course of time, the heroes "broken in the wars of France and Flanders" (to use a very old phrase of ro-

Comfortable  
Hospital Cars  
equipped at  
Moncton, N.B.

mance) began to return, the heart and head of the nation began to work together, to devise means of alleviating the least twinge of pain. In response to the urgent appeal of the Military Hospitals Commission, the Canadian Government Railways began to design and construct hospital cars. In record time, ten such cars were turned out of the car shops at Moncton and put into service. The first two cars built were more or less experimental. Eight more were quickly built, with the improvements and changes which inspection suggested. The Military Hospitals Commission was so pleased with the work of the Moncton mechanics, that it immediately ordered another eight cars, which were completed in thirteen days. It was holiday time, but that was not thought of by the men in the Moncton shops. Twenty hospital cars in all were built and used by the Canadian National Railways.

Moncton  
Mechanics  
do Good  
Work.

The hospital cars were converted from the standard sleepers of the Canadian Government Railways, and were of two classes; those with wide side doors accommodating eight standard hospital beds, and those with widened end doors which held thirteen.

The medical and commissary fittings of the car were very complete. Each car had a small kit-



1



2



3

### THE COMFORTABLE MILITARY HOSPITAL CARS.

1 and 3.—Exterior Views. 2.—All in Readiness for the Wounded Passengers.

chen, fitted with gas heater, sanitary sink and ice-box, with ample accommodation for the dietitian to do her work. Toilet facilities were well arranged, and there were lockers for linen, medical supplies, and so forth. The cars were equipped with Baker heaters, and lighted by electricity, with auxiliary gas light. Electric fans were provided for each car. With the natural beauty of the mahogany finish, but with all unnecessary upholstering and carpeting removed, they were not only sanitary, but an attractive conveyance. So by land and sea, the returning invalid was in the most comfortable surroundings possible.

The exterior finish was in the standard dark green color used on cars of Canadian National Railways. A large red cross, on a circle of white, was painted on either side of the cars, with the words "Military Hospi-



tal" in gilt letters. The men in the car shops at Moncton were proud of the cars, and you may be sure the soldiers were very pleased with them.

And now a word or two as to how the system of hospital transportation was operated. When the wireless station, at, let us say, Pennant, not far from Halifax, picked up word from a homeward-bound hospital ship that she had so many wounded on board, it was at once passed along to the railway authority; and a vestibule-car hospital train, consisting of the special equipment set apart for the service, was run down to the side of the ship when she arrived. Attendants were ready to see to the transfer of the men from the ship to the train. Each soldier was given an identification card, telling him the number of his car and berth, which he gave to the porter in charge of the car, and was shown to the space reserved for him. On arrival at Quebec he was again in special hands to see that he was carefully conveyed from the train to the hospital. Judging by the letters received by railway authorities from many officers and men, the interest taken in their comfort was fully appreciated.

#### THE STORY OF "PIER TWO"

It was a wonderful and a providential circumstance that the great dock in Halifax, known as



Pier Two, was completed before the outbreak of hostilities in Europe. Comparatively few Canadians are aware of the magnitude of the part this long, unassuming structure played in both the forwarding and the returning of Canada's troops. Indeed, the story of mobilization and demobilization of the Canadian forces, is, to a far greater extent than is realized generally, a story of Pier Two.

"Pier Two"  
at Halifax  
the great  
Mecca of  
the troops.

The lines of the Canadian National Railways between Montreal and Quebec, and Halifax, constituted the smaller end of the great transportation funnel at its larger end again, was Pier Two. To it came the greatest of the vessels transporting troops between Canada and Europe. Such vessels as the *Olympic*, the *Mauretania*, the *Carmania* and others which ranked among the largest afloat. There was in fact, no other pier in Canada, on the Atlantic coast, to which they could come. Handling troops by thousands, they made of this pier the Canadian landing stage from Europe. It was the Canada end of the mammoth steamer track, that was traversed with almost the regularity of ferries.

So it is that throughout Canada there are veterans of the great war, whose last recollections, outward-bound, were of the stolid build-



The famous Pier Number Two, Halifax Harbour.

ing on the fringe of the Atlantic at Halifax; and who on returning trooped down the gang planks of the transports at its seaward side, to be welcomed and refreshed by the self-sacrificing, wonderful women of Halifax Town. Only those who participated in or who were privileged to witness one of these "welcomes" can appreciate its power.

The record of the handling of men and material for the great war, through the portals at Pier Two should be cut in enduring metal, and set up among the other tablets in the old Canadian city, that Canadians in days to come may know something of the herculean efforts made freely there, in order that Canada's part of the Allied obligation might be kept to the uttermost.

Its brief history is charged with sentiment. Begun in 1911, it was completed in 1914, not long before the outbreak of war, and the



first use to which it was put, was in connection with the transportation of troops. The pier and sheds are of concrete, seven hundred feet long by two hundred and forty-five feet wide, with two floors, the upper being fitted for immigration purposes. There are two railway tracks within the building, and one on either side of it, outside. It provided ample room to hold thousands of soldiers, and as well for offices of administration, canteens, hospital quarters, and so forth. It is one of the most modern buildings of its kind in America, and cost \$1,250,000.

From this pier more than three hundred thousand men embarked for the great adventure. It has rung with the cheers of the departing and returning, and its cold prosaic floors have felt the warm tears of those left behind. Farewells were said there which were forever; and there have been joyful re-unions. Men have stepped ashore to have held up to them, their babes whom they had never seen before; babes have even been born under the shelter of its roof.

It is scarcely too much to say that had this pier not been available at Halifax, the embarkation of troops would have been seriously hindered and delayed, if not rendered impossible. From every province in Canada, and from every state in the

United States, went men with the outpouring tide. And when the ebb came—not quite so heavy, alas! as the flow—those stolid walls were greeted with a mighty salvo of cheers.

The methods by which the men were handled in passing through this pier, were most effective. The records showing the elapsed time between the arrival of the troopships, and the departure of the first and last trains, are astonishing, when it is considered that each man had to be dealt with by the military authorities and entrained.

#### THE WORK OF THE COLORED BATTALIONS

Canadian  
Railways'  
rails laid  
in France.

In 1916, after mobile warfare had ceased, and the armies had begun to “dig in”, a call went forth to all parts of the British Empire to supply steel rails for war operations in France. Colonel “Jack” Stewart, of the Canadian railway contracting firm of Foley, Welch and Stewart, was head of the railway troops in that country, and was building railways at a rate which made the European engineers gasp with astonishment. A network of tracks was being laid, leading up almost to the battlefront, as everything depended on keeping up supplies of food and ammunition for the millions of troops lining the western front. Construction work was eagerly rushed, for haste



was a vital necessity. Behind the German armies were networks of lines, many of which had been built in peace time right up to the French frontier, enabling the enemy to shift troops to any threatened sector of his line, or to quickly and secretly mass them for a thrust.

The Allies were therefore engaged in building a system of railways to serve their entire line, and the call came to Canada. This country responded by rushing all that could be obtained; even by tearing up tracks and thereby limiting her own lines of transportation.

The rails required were of the standard eighty-pound pattern, and were not easy to obtain. The Canadian National Railways helped to solve the problem by lifting them from sections of the Transcontinental Division between Moncton, N.B. and Levis, Que., and substituting an older standard of eighty-pound rail such as was then used on the main lines. West of Edmonton a joint section with the G. T. P. was arranged and then many more rails were released for the good cause.

To promote this work vigorously on the C. G. R., it was found that additional supplies of labor would have to be secured, so the services of a colored construction battalion then stationed at Truro, N.S., were requisitioned. This battalion

Colored  
troops do  
their bit.

numbered two hundred and forty men, with white officers. Early in January, 1917, they were taken to Moncton in special trains of colonist cars, one hundred and fifty being sent thence to Napadogan and eighty to Edmundston.

Under the direction of their own officers and the railway construction foremen, the colored soldiers worked well and maintained excellent discipline. Those who had charge of the work bear witness to the capacity of the colored troops, for performing hard work under very severe winter conditions. For days at a time, the cold was intense, the thermometer registering thirty below zero. The siding tracks had to be shovelled out, and picks were used to free them from beds of ice and hard-packed snow. In places, snow to the depth of fifteen feet had to be removed. Many of the troops were West Indians, quite unused to cold weather, but they stood the work well, and there were few cases of sickness and only two deaths among them.

About seventy miles of track were taken up, and replaced with the standard C. G. R. rails, and the work was finished late in March.

The men lived in Colonist cars, and had box cars fitted up for commissary. They were well clothed, being given an issue of sheepskin coats,



1



2



3

### CANADIAN RAILS FOR FRANCE.

1.—A Spot from which the Rails had been removed. 2.—Lifting Rails on the G.T.P. Line in British Columbia. 3.—Rails ready for shipment.

heavy socks, caps, and lumbermen's overshoes.

After finishing this work, the colored battalion went overseas and took part in construction work in France, where they again rendered excellent service.

### DEMOBILIZATION

The  
home-coming.

When the armistice was signed in November, 1918, the war was over for the majority of the participants in it; but for the transportation companies, active and anxious times were ahead. Railwaymen generally, are agreed that, while larger bodies of troops were moved in a given time than was done during mobilization, work of demobilization was, on the whole, less trying. The troops were better disciplined, and their officers were experienced. There, was usually, sufficient notice given of the coming of the troopship. A certain





amount of preliminary work with regard to ticketing and so forth, could be done on board ship. The assembling of the trains could be done in the Canadian National Railways' own yards, right at the pier. The experience of over four years had tended to perfect the officials in the technique of handling big bodies of men. Equipment had been increased and improved during the war.

Following the sudden ending of hostilities, there arose a clamor from all over Canada to "bring the boys back home" — naturally enough; and while many people spoke of this performance as if it could be accomplished by the waving of some magician's wand, yet there were others who recognized the enormous work of transportation involved, and estimated the task as one which might prove to be of two years' duration. It is therefore, much to the credit of those having to do with the transportation of returning troops, that the work was practically completed in ten months.

As early as November, 1915, long before the work of mobilization had reached its height, the wounded had begun to come back. The first special train with returning troops was No. 86, on November 20th, which carried two hundred and forty-six invalided men from Quebec. From that

Demobiliza-  
tion a work  
of Magnitude.



time on, parties were constantly arriving and the work of the Canadian National Railways in caring for their comfort by hospital trains and other means, was unceasing.

Demobiliza-  
tion Com-  
mittee.

Active work for bringing home the returned men in large numbers may be said to have begun on January 8th, 1919, when the Demobilization Committee of the Canadian Railway War Board, consisting of Col. E. E. Clarke, H. H. Melanson, C. W. Johnston, and Walter Maughan held a meeting to decide how many troops could be handled monthly. Their estimate was as follows: January, 20,000; February, March and April, 30,000 each; May, 40,000; and 45,000 a month thereafter, when the St. Lawrence ports were open. For the demobilization movements the three large railway systems pooled a number of passenger train cars of all kinds.

From a railway standpoint, the problem was largely one of getting back "empties". A troop train from Halifax to British Columbia took about three weeks for the round trip. By disembarking at Quebec, it was estimated that nearly a week could be saved.

Montreal was the assembling point for cars for demobilization, and also the point from which information was distributed to all concerned



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2



3



4

#### DEBARKATION SCENES.

1. Canadian Officers Debarking. 2.—Home Again! 3.—The S. S. Carmania at Pier Two, Halifax, N.S. 4.—O, but it's good to be Home!

throughout the Canadian National system. The routings for all the Canadian roads were decided upon there.

In a report compiled by the Quartermaster-General, Major-General J. Lyons Biggar, attention is called to the services rendered by the transportation companies in the carrying of troops. "Now that demobilization is virtually completed," says General Biggar, "I would like to call your attention to the admirable services that have been rendered by the railway and steamship companies, during the war. All have given their best attention to make a success of the various movements". General Biggar reports that the Canadian National Railways carried 612,451 troops; the Canadian Pacific Railway, 490,868; and the Grand Trunk, 423,712. These figures, of course do not correspond with other statements made herein, as to the number of troops carried. The same body of troops would be frequently carried on two or more railways, and would be counted on each road carrying them. The Canadian National Railways alone, carried over a million men, all told.

The system  
of handling  
returning  
troops.

In demobilization, the first arrangement for handling troops was through the Clearing Depot to the various Military District Headquarters in different parts of Canada. What was known as a

"Furlough Letter" was prepared by the Military Authorities, containing information as to the unit to which the man belonged, his post office address, and other information relative to reporting at his district headquarters, the location of which was shown on the furlough letter. Such letters were turned over to the railway ticketing staff, and a special form of ticket was used therewith. The furlough letter might read, for example, "Gunner John Smith, No. 4144, 28th Field Battery, No. 5 Queen Street, Belleville, Ont., reporting to Military District No. 3, Kingston, Ont." The clerk handling this letter would issue a ticket according to authorized route, say, via the Canadian National Railways to Montreal, Grand Trunk Railway to Belleville. After the usual fourteen days' furlough at home, Gunner Smith would report back to his military district at Kingston for discharge, using a special coupon of the ticket, reading "Belleville to Kingston". The additional coupons were of great help, obviating the necessity of issuing a military transportation warrant between such points.

The tickets, together with meal coupons, and pay cheques, were attached to the furlough letters, which were checked by the military authorities and turned over to the Train Conducting

Officer, for distribution en route. Meanwhile the ticketed troops were being interviewed by a representative of the Soldiers Civil Re-Establishment Department; their English currency was exchanged for Canadian their berths furnished; and they were placed on the cars, after having received the attentions of the Citizens Reception Committee, the Y. M. C. A., the K. of C., the Salvation Army, and the various other agencies always waiting to give them drinks, cake, fruit, cigarettes, reading matter and so forth. Never a ship arrived, no matter at what time of the night, when the Halifax people failed to have someone there with a greeting.

The bloc  
system of  
Ticketting.

After March 4th, 1919, a different system of ticketing was adopted. The troops were ticketed en bloc, to their dispersal stations throughout Canada, being landed according to nominal rolls, and loaded directly on the trains. The Train Conducting Officer was furnished with a copy of the nominal roll, covering the entire party on the train, and after accompanying the railway representative through the train and making a complete check, tickets were made out by the railway representative en route. For instance, there might be fifty men for Victoria, one hundred and fifty for Vancouver, seventy-five for Calgary and





Homeward Bound. Canadian National Railways Ticketing Staff at Halifax Terminal.

fifty for Edmonton. All this number would require only four tickets. Upon arrival at their dispersal stations, the men were discharged and provided with transportation to the final destination.

Commencing about the first of July, 1919, our soldiers, many accompanied by their wives and children, began to return. They obtained a military transportation warrant which was presented to the railway ticketing staff, together with the rail order furnished in England. Individual tickets were then issued, the passengers being handled just as regular steamship traffic.

Marvellous  
Speed of  
the troop  
movement.

As already mentioned, the speed with which troop movements were handled, was little short of marvellous. It may be interesting to take a typical troop movement (not by any means one of the largest) and follow its fortunes. The "Olympic", (that great White Star liner, which during the war carried troops between Halifax and Great Britain with the regularity of a ferry, and escaped all the dangers of the route), arrived in Halifax on July 8th, 1919. She docked at Pier Two, at 7.15. The first special, No. 1587, with 556 of all ranks, pulled out at 7.40 routed via Canadian National Railways to Montreal, thence via C. P. R. to Vancouver. Special No. 1588, left at 8.02 via



Steamship "Aquitania" at Pier Number Two.

the same route for Calgary and Medicine Hat; No. 1589 left at 8.15 with 258 of all ranks for St. John, N.B.; No. 1590 at 8.35 with 380 for Winnipeg and Port Arthur; No. 1591 at 8.50 with 327 for Edmonton, Regina and Brandon; No. 1592 at 9.05 with 372 for London and Hamilton; No. 1593 at 9.42 for Toronto with 542; No. 1594 at 10.00 with 491 for Kingston, Montreal and Quebec; No. 1595 at 10.20 with 501 for Toronto, Kingston and Montreal; No. 9596 at 10.45 with 492 for Ottawa, Montreal, and Quebec; No. 1597 at 11.05 with 455 for Montreal.

The number of troops handled in this movement was 5,430; the number of trains required, eleven; the average time between trains, eighteen minutes. This was under the "bloc" ticketing system.

A train  
ticketed,  
loaded and  
despatched  
every hour.

Here are some other disembarkation and despatching records, picked at random. It was the sort of thing the staff there was doing as a regular duty. The Aquitania docked at 9.45 on January 25th, 1919. The first special was away in fifty minutes; seven trains were despatched in a little over three hours and the whole fourteen were gone in fourteen hours. On March 27th, two transports, the Minnekahda and the Cedric arrived, and in less than twelve hours, fourteen trains were ticketed and despatched. From the

"Olympic" on April 21st, eleven trains were sent away in five hours and forty minutes, and again the same ship was discharged on May 16th, fourteen trains being despatched in eight hours and twenty minutes. On February the 8th, the Carmania arrived a day ahead of her schedule, with 3,200 men, but all was in readiness, and six special trains were sent out, in two hours and fifteen minutes after she docked. On January 17th, the "Olympic" came in with 5,400 men. She docked at 10.55 a.m. and at 5.44 the next morning, the last of fourteen trains had left. The average record, under this system, was a train ticketed, loaded, and despatched, every hour.

One of the trying incidents which were always cropping up, happened on March 9th, 1919. Just after the unloading of the "Adriatic" had begun, a "mystery ship" entered the harbor. For some unknown reason, there had been no notice given that she was to arrive. It was found that she had on board 61 officers, 957 soldiers, and 250 civilians, discharged service men. They were all Imperial Army Reserves from different parts of Canada and the United States—old soldiers of many wars—and in anything but good humor at not being expected, and for other reasons. However, equipment was hurriedly assembled, the "grouzers"



were jollied along by the ticketers and others, and in three hours, 1,048 passengers, in addition to those of the "Adriatic", were individually ticketed and sent off, singing "Good Old Halifax."

An incident in this connection which sticks in the mind, occurred to Mr. Hayes and Mr. Melanson, and helped to impress on them the great work the road was doing. On May 25th, 1919, the two officials mentioned were proceeding from Moncton to Halifax on the Maritime express. They were impressed with the frequency with which trains flashed past them, and on looking up the records, found that on that date twenty-eight trains had been handled over the Halifax division, including thirteen troop trains and a special with Premier Borden and party.

### THE SOLDIER'S TRAVELLING HOTEL

Splendid  
"eats" in  
the Canadian  
trains.

No doubt the boys and girls (for whom among others this story of the war work of the Canadian National Railways is written) think of the Canadian soldier as an unfortunate, who had a very poor place to sleep; and often very poor and scanty food to eat. They will remember the words the old soldier puts to the bugle call for dinner:

"Pudding and pies, for officers' wives  
and nothing but soup for soldiers!"

There is no doubt that the "board and lodging" which the soldier got in the field was often pretty rough, as it always must be in war time; but he had nothing to complain about, once he arrived on this side, and was handed over to the care of the Canadian National Railways. Nor did he ever complain. On the contrary he was never tired of praising the good food and comfortable sleeping accommodations prepared for him. How he was looked after in this respect is what you will learn in this story of the Soldiers' Travelling Hotel. Boys and girls (big and little) like to read about good things to eat; and this chapter will give a little insight into the work of that attractive place, the dining car of a "Canadian National" train.

The items and other particulars given here are for one big troop movement westward;\* and for the purpose, we have taken the case of the troops who came back on the troopships "Caronia", "Northland" and "Minnekahda", all of which arrived at Halifax on the 22nd of May, 1919. It took no fewer than seventeen trains, with two hundred and ten cars, for this one troop movement. After the trains were all despatched, the yard master at Halifax began to look over his ground, and he found only one solitary colonist

\* See appendix for detailed statement.

car, and it was a cripple, and booked for the repair shops. When you consider that 8,203 men, in addition to the car crews, had to be provided for on this movement, you will perhaps not be so surprised when you come to read the long lists of provisions, given later on.

For the making up, provisioning, and general "hotel" arrangements of all these trains, the Sleeping and Dining Car Department of which Mr. E. Cameron was the superintendent at Halifax, was responsible.

**The Drill  
Request.**

When he and his assistants received instructions from the passenger department at Moncton, advising that on a given date certain boats with so many soldiers on board would arrive at Halifax, they began to estimate suitable trains for the movement, according to its destination, and consulted with that very important official, the yard master. What is known to railroad-men as a Drill Request is made out; it gets its name from the fact that the cars are all "drilled" into line from all quarters, just like soldiers. Every morning the yards are checked up showing all the cars that are there, and their location. A shunting engine is sent out, and the cars are marshalled at the place desired. The Drill Request shows the initials and number of each car, where it is lo-



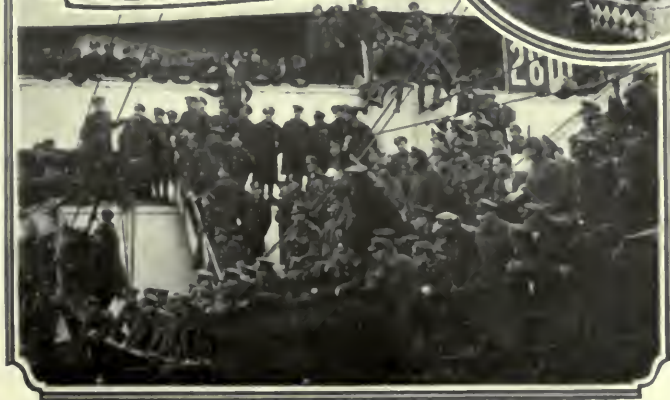
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#### HOME-COMING SCENES AT HALIFAX, N.S.

1.—Welcoming Crowds. 2.—Mounting the Gang Plank. 3.—Doughnuts for every Soldier. 4.—A Shipload ready to Disembark.

cated, where it is to be placed, and the time it is placed.

**The Menu.**

Now, all the cars have to be cleaned, watered, iced, and provisioned. Each dining car steward is given his instructions—where the car is going, how many officers and men it is to carry; and the approximate number of meals to be served on the trip. If to Montreal, for example, there would be six meals; to Winnipeg, fifteen; to Vancouver, twenty-four; and so on. He then makes his food requisition accordingly, ordering from his menu, which for the troop trains, was about the same as the standard menu. Let us see what it was.

For breakfast, there was of course, oatmeal in winter and cornflakes in summer. And boys who sometimes make a fuss about eating their porridge should remember this: at least ninety-five out of every hundred soldiers would take oatmeal every morning. "This" says Superintendent Cameron (who is a Scotchman from Pictou County and knows the virtue of porridge) "is what won the war!" There was bacon and ham or, bacon and scrambled eggs, or sausage and bacon with plenty of bread and butter, tea or coffee. For invalids who could come to the table, the food was of course, a little less robust. They



would also get oranges or other fruit, marmalade, and so forth.

For the mid-day meal, there was good soup, with a great variety of meats and vegetables, puddings, and so forth. Of course, all this was changed from day to day. While during the war, all restrictions with regard to fasting were removed for soldiers, there was always a fish day on a long trip, or on a Friday; but the Food Controller always allowed the soldiers to have all the sugar, white bread, and so forth they desired. For dinner at night there was Irish stew, cold meats, baked beans, pickles, cheese, jam and so forth. You will have to look at that list to get an idea of those meals, and how the soldiers must have enjoyed them. The men used to be particularly pleased with the good wheaten bread and the generous squares of the best butter. They enjoyed the fine fresh fish, cooked and served as well as at the finest hotels, the well-baked pies, the delicious coffee, with plenty of cream and sugar. When some of the big Scotchmen were set down at a comfortable table with clean linen, and with a bowl of porridge and big pitcher of cream before them, they began to forget all their troubles.

It was not speed so much as comfort and refinement that the Canadian National Railways aimed

Comfort and  
refinement  
key-note of  
the service.

at in feeding the returned men. Commissary cars were carried, in which the food was prepared and table cars where seventy-two men could be served at one sitting. The sergeant allotted each man his place at a table covered with spotless linen. It took about twenty minutes for a meal, and only a few minutes more to re-set the table for the next detachment. And how they enjoyed it — the tea and coffee particularly. One waiter was kept busy pouring tea and coffee alone, and many of the men would take four or five cups.

Each patient in the Red Cross cars received from the diner, the special menu ordered by the nurse. These men were always the first to be served.

The sleeping accommodation was equally ample and good. The cars used were equipped colonist cars. Three men were placed to a section, or fifty-two to a car. For each section there were two mattresses, four pillows and four blankets. The bedding was fumigated each trip, and laundered as often as possible. The returned men were "great fellows to wash" as the porters used to remark. They never neglected bathing, shaving and washing, and as a natural result water was sometimes scarce, but there was never

any scarcity, so far as the invalids were concerned.

### EXPRESSIONS OF APPRECIATION

The most out-spoken expression of satisfaction for the care and attention given them, came from American troops who were occasionally carried over the line. They were apparently not used to such careful treatment. On one occasion for example, a body of five hundred "naval ratings" from the United States, came to Halifax via St. John. At the latter place they were taken over by the Canadian National Railways; here standard commissary and table cars, such as were commonly used for Canadian troops were attached to the train. Until they reached this point, they had been depending for food on box lunches, or such food as could be handed to them from the Red Cross along the route. They were simply astounded at the Canadian way of looking after the soldiers. When they left the table cars, after a bountiful meal amid refined surroundings, one big sergeant declared: "Boys, we joined the wrong army! Three cheers for the Canadian National Railways!" The following letter is an indication of the Government's appreciation of the Canadian National Railways' services.

American  
"Sammys"  
praise Can-  
adian roads.



*Minister's Office*

*Ottawa, December 9th, 1919.*

Dear Mr. Hanna,-

Now that demobilization is practically completed, I think the Railway Committee, of which your Mr. Melanson is a Member, might be demobilized.

On behalf of the Militia Department, I wish to express to you our very great appreciation of the wonderful services rendered during this trying period and particularly of the splendid work of Mr. Melanson. The task has been an enormous one and Mr. Melanson's ability has been outstanding and has been of the greatest possible benefit to this Department.

Yours faithfully,

*J. H. Thompson*

D. B. Hanna, Esq.,  
President, Canadian Northern Railway,  
Toronto, Ont.



MR. D. B. HANNA  
President of the Canadian National Railways



### CONCLUSION

All  
measured-up  
in the Great  
War.

With all the evil of war, it is gratifying to reflect that some good comes out of it, also. In numberless instances, all over Canada, men and machines were found, able to stand up under a wholly unexpected strain, and to do more than the greatest driving force would ever have thought of calling upon them to do. Necessity always makes calls on human ingenuity and resourcefulness, on patience and cheerfulness, which, if responded to in the proper spirit, teaches valuable lessons.

The experience of the management of the Canadian National Railways during the war, was that the public was very reasonable, and always willing to suffer inconvenience or even discomfort of a temporary nature. When there was a heavy troop movement, for example, between Montreal and Halifax, ordinary dinings cars were taken off, in order to release the staff for service on the troop trains; but there was never any complaint. The movement of ordinary freight and passenger traffic had frequently to be suspended or delayed. Excursion fares were abolished, and the ordinary passenger fares raised; but in Canada as in France, "C'est la guerre" was a sufficient explanation always.

We must hope that the railways of Canada, all of which bore their share and played a big part in this work of military transportation, will never again be required for war purposes to repeat the exertions of the past five years; but if they should be, it is reassuring to know that they can meet every demand. The men in all departments of the Government railways feel the pride which any real man feels in a good bit of work, well done; and are glad to have had the experience, crowned as it was with success.

#### THOSE WHO FOUGHT AND FELL

While this volume deals with the civilian achievements of Canadian National Railways in the Great War the conclusion would not be complete without mention of that noble throng of engineers, firemen, train-despatchers, conductors, mechanics, and office employees that heard the call of duty and with high courage and brave hearts left their native land to face the gun-fire, shrapnel, and shell, and even death, if need be, in order to put down tyranny and wrong and to establish freedom for the generations to come.

On the  
firing line.

Some of those who left the "National Way" have returned bearing the scars of battle and are again filling their own particular niches in the

Our honor  
roll.

system; others have returned unable to fill their old places, while still others sleep beneath the poppy fields of France, but each and all have been a credit to the land for which they fought and have earned the undying gratitude of both their fellow employees and the country at large.

**Canadian Northern Railways**

5210 enlisted

211 killed in action or "missing"

4376 re-employed up to February 24,  
1920.**Canadian Government Railways**

2333 enlisted

170 killed in action or "missing"

1776 re-employed

2 placed on Provident Fund

**Total**

7543 enlisted

381 killed in action or "missing"

6152 re-employed

2 placed on Provident Fund

## APPENDIX

In the preceding story, the gigantic efforts of Canadian National Railways in the Great War and the skill and efficiency exhibited during those critical years, when millions of men and millions of tons of freight had to be carried safely and speedily across the country, have been related. But, in order that the war record of the railways may be complete and definite, and that there may be no mistake as to the magnitude of the task which was performed, this appendix containing a detailed statement of the number of military, and related passengers carried, the amount and kinds of freight handled, and the equipment used in the handling of it, has been added.

Detailed Statement of Militia and Related Passengers Carried August, 1914, to November, 1919,  
by Canadian National Railways

Year	Via Canadian Govt. Rys.			Via Can. Northern Rys.		
	By Regular Trains	By Special Trains	Total No. of Passengers	By Regular Trains	By Special Trains	Total No. of Passengers
<b>Mobilization Movements</b>						
Aug. 1914-Dec. 1915 .....	53,002	46,687	99,689	70,346	83,366	153,712
Jan. 1916-Dec. 1916 .....	80,943	195,522	276,465	86,588	37,434	124,022
Jan. 1917-Dec. 1917 .....	98,846	124,606	223,452	44,442	5,813	50,255
Jan. 1918-Nov. 1918 .....	119,602	116,495	236,097	57,961	17,100	75,061
Totals	352,393	483,310	835,703	259,337	143,713	403,050
<b>Demobilization Movements</b>						
Nov. 1918-Dec. 1918 .....	11,175	15,702	26,877	12,138	235	12,373
Jan. 1919-Nov. 1919 .....	118,927	219,639	338,566	43,061	2,000	45,061
Total Demobilization .....	130,102	235,341	365,443	55,199	2,235	57,434
Add Mobilization .....	352,393	483,310	835,703	259,337	143,713	403,050
Grand Total	482,495	718,651	1,201,146	314,536	145,948	460,484
						1,661,630



# THEIR PART IN THE WAR

107

Detailed Statement showing tonnage of Overseas Freight handled to Canadian Atlantic Ports by Canadian Government Railways—August, 1914, to September, 1919, inclusive.

Year	Number of Tons of Commodities.							
	Military and Naval Equipment and Munitions	Food Stuffs	Rails	Lumber	Boats	Motor Trucks	Live Stock	Miscellaneous
1914	967	2,770					8,528	1,096
1915	19,906	83,386		71		1,810	3,317	14,939
1916	57,822	148,522		17,255	2,366	10	1,248	4,534
1917	148,789	137,882	88,249	71,391			2,503	5,595
1918	106,144	181,630		29,195	30		416	7,265
1919	13,192	204,043		28,199				18,267
Totals	346,010	758,233	88,249	146,111	2,396	1,820	16,012	51,696
								1,410,527

Detailed Statement showing tonnage of Steel Forgings handled over Canadian Government Railway System, Trenton and Sydney, N.S., during period October, 1914, to December, 1918.

Year	From Trenton, N. S. Number of Tons		From Sydney, N. S. Number of Tons		Total No. Tons
	To Points Montreal and East	To Points West of Montreal	To Points Montreal and East	To Points West of Montreal.	
1914	78	761	65		894
1915	17,229	11,732	6,645		35,606
1916	34,018	33,425	51,630	25,527	144,600
1917	21,490	28,471	82,880	48,857	181,698
1918	9,424	9,681	23,677	21,124	63,906
Totals	82,139	84,070	164,887	95,508	426,604

Detailed Statement of Special Train Service account Militia and Related Traffic over Canadian National Railways.—August, 1914–November, 1919.

Canadian Government Rys.										Canadian Northern Rys.									
Year	Number of Special Trains	Special Train Miles	Equipment Used					Number of Special Trains	Special Train Miles	Equipment Used									
			Engines	Baggage Cars	Colonist and Day Coaches	Diners and Comm'y Cars	Sleeping and Hospital Cars			Engines	Baggage Cars	Colonist and Day Coaches	Diners and Comm'y Cars	Sleeping and Hospital Cars					
<b>Mobilization Movements</b>																			
Aug. 1914-Dec. 1915 . . . . .	127	80,648		680	132	864	104	92	203	89,044	223	194	2,738	62	38				
Jan. 1916-Dec. 1916 . . . . .	410	307,225		2,530	444	3,641	511	611	112	24,599	232	85	2,229	67	14				
Jan. 1917-Dec. 1917 . . . . .	318	179,432		1,789	369	1,800	344	858	24	9,155	78	16	995	18	9				
Jan. 1918-Nov. 1919 . . . . .	311	229,309		1,898	339	1,775	320	1,123	64	33,970	274	45	1,376	35	12				
Totals . . . . .	1,166	796,614		6,897	1,284	8,080	1,279	2,685	403	156,768	807	340	1,338	182	73				
<b>Demobilization Movement's</b>																			
Nov. 1918-Dec. 1918 . . . . .	46	44,438		330	41	227	63	70	2	1,412	11	1	218						
Jan. 1919-Nov. 1919 . . . . .	597	459,050		3,655	647	4,220	1,065	915	8	8,928	72	8	440	16	667				
Total Demobilization . . . . .	643	503,508		3,985	688	4,447	1,128	985	10	10,340	83	9	658	16	667				
Add Mobilization . . . . .	1,166	796,614		6,897	1,284	8,080	1,279	2,685	403	156,768	807	340	1,338	182	73				
Grand Total . . . . .	1,809	1,300,122		10,882	1,972	12,527	2,407	3,670	413	167,108	890	349	7,996	198	740				

# THEIR PART IN THE WAR

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Statistics showing Militia and Related Passengers and Freight Traffic carried over Canadian National Railways, Period, August, 1914, to November, 1919

## SUMMARY

DESCRIPTION	Via Can. Govt. Rys. to Nov. 1919	Via Can. Nor. Rys to Aug. 1919	Totals
<b>Total No. of Passengers—embracing Canadian Military and Naval and other Forces, Military Dependents, Etc.</b>			
No. by Regular Trains	482,495	314,536	797,031
No. by Special Trains	712,651	145,948	864,599
<b>Totals</b>	<b>1,201,146</b>	<b>460,484</b>	<b>1,661,630</b>
<b>Details of Special Trains for Militia and Related Pasengers</b>			
No. of Special Trains	1,809	413	2,222
Engines used	10,882	890	11,772
Baggage Cars used	1,972	349	2,321
Colonist Cars & Coaches used	12,527	7,996	20,523
Din. & Commissary Cars used	2,407	198	2,605
Sleeping & Hospital Car- used	3,670	740	4,410
<b>Total Equipment Used</b>	<b>31,458</b>	<b>10,173</b>	<b>41,631</b>
<b>Total No. Special Train Miles (not including empty movements) equivalent to 5 2/5 times around world</b>	<b>1,300,122</b>	<b>167,108</b>	<b>1,467,230</b>
<b>Military Freights carried embracing Equipment, Provisions, Ammunition, etc.</b>	<b>Tons 1,410,527</b>		
Overseas freight to Canadian ports			
Steel forgings from mills at Trenton and Sydney, N.S., to other Canadian points for ammunition manufacture	426,604		
<b>Total</b>	<b>1,837,131</b>		
Equivalent No. of freight trains (1,000 tons each.)	1837 trains		

## ONE TROOP MOVEMENT

Ex. Troop ships "Caronia", "Northland" and  
"Minnekahda", May 22, 1919.

The following particulars of the food requisitioned, the number of employees on the cars, and movement of this one body of troops, will be of interest.

## SUPPLIES ISSUED FOR ONE BODY OF TROOPS

One body of troops ate all this.	Beef, Loin .....	1380 Lbs.
	Beef, Roast .....	800 "
	Beef, Leg .....	12800 "
	Lamb, Side .....	5700 "
	Liver .....	1400 "
	Pork, Loin .....	368 "
	Sausages .....	1800 "
	Brawn .....	3400 "
	Corned Tongue .....	450 "
	Chickens .....	3400 "
	Haddock .....	510 "
	Halibut .....	320 "
	Cod .....	460 "
	Mackerel .....	308 "
	Bacon .....	5650 Lbs.
	Corned Beef .....	4500 "
	Ham .....	2000 "
	Finnan Haddie .....	3600 "
	Cabbage .....	4500 "
	Carrots .....	1360 "

Lettuce .....	39 Doz.
Onions .....	2300 "
Parsley .....	102 Bunches
Potatoes .....	254 Bushels
Tomatoes .....	290 Lbs.
Turnips .....	1320 "
Apples, Table .....	22 Pks.
Apples, Cooking .....	17½ Bushels
Bananas .....	35 Doz.
Grape Fruit .....	348 "
Oranges .....	36 Cases
Lemons .....	34 Doz.
Tongue .....	38 Tins
Beans, Wax .....	768 "
Beans, Baked, 3 Lb. ....	2496 "
Corn, 2 Lb. ....	768 "
Peas, French .....	768 "
Pumpkin .....	240 "
Tomatoes .....	1368 "
Peaches, 3 Lb. ....	240 "
Pears, 3 Lb. ....	240 "
Marmalade .....	1100 Lbs.
Raspberry Jam .....	700 "
Strawberry Jam .....	700 "
Peach Jam .....	700 "
Plum .....	700 "
Prunes .....	1700 "
Allspice, Ground .....	8½ "
Baking Powder .....	33 "
Barley .....	115 "
Bath Brick .....	32 "
Brass Polish .....	32 Lbs.
Bread, Brown .....	270 Loaves
Bread, White .....	14400 "



Butter, Table .....	5600 Lbs.
Butter, Cooking .....	600 "
Coffee .....	1150 Lbs.
Catsup, Tomato .....	200 Bots.
Condensed Milk .....	17 Cases
Charcoal .....	116 Bushels
Chow Chow .....	342 Bots.
Cheese, Canadian .....	1610 Lbs.
Corn Starch .....	34 Pkgs.
Cloves, Ground .....	4 $\frac{1}{4}$ Lbs.
Corn Meal .....	92 Lbs.
Corn Flakes .....	1260 Pkgs.
Cinnamon .....	4 $\frac{1}{4}$ Lbs.
Crackers, Soda .....	1270 "
Cream, Qts. ....	140 "
Currants .....	270 Pkgs.
Dutch Cleanser .....	58 Tins
Eggs .....	1800 Doz.
Extract Lemon .....	228 Oz.
Extract Vanilla .....	228 "
Flour .....	1150 Lbs.
Ginger, Ground .....	4 $\frac{1}{4}$ "
Jelly Squares .....	216 Pkgs.
Knife Polish .....	17 "
Lard .....	127 Lbs.
Lye, Concentrated .....	46 "
Mince Meat .....	225 "
Milk .....	1720 Quarts
Klim .....	1220 Lbs.
Nutmegs, Ground .....	4 $\frac{1}{4}$ "
Oatmeal .....	1400 "
Olives .....	138 Bots.
Olive Oil .....	17 Quarts
Pepper, Black .....	23 Lbs.

Pickles .....	270	Bots.
Poultry Dressing .....	5½	Lbs.
Raisins, Cooking .....	270	"
Rice .....	635	"
Sago .....	330	"
Salt, Table .....	306	"
Sapolio .....	58	"
Soap, Kitchen .....	1270	"
Soap, Toilet .....	276	"
Salad Dressing .....	70	Bots.
Sauce, Worcester .....	82	"
Silicon .....	58	"
Split Peas .....	1450	Lbs.
Sugar, Cut Loaf .....	205	"
Sugar, Granulated .....	4600	"
Sugar, Pulverized .....	176	"
Tapioca .....	315	"
Tea, Black .....	320	"
Vinegar, Table .....	66	Quarts
Tooth Picks .....	17000	
Matches .....	420	Boxes

## SLEEPING AND DINING CAR EMPLOYEES REQUIRED

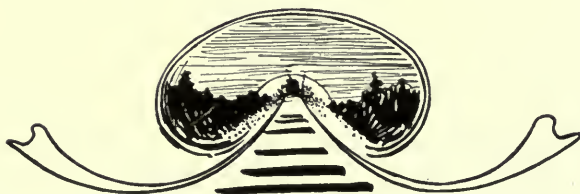
Dining Car Stewards .....	19
"    "    Chefs .....	19
"    "    2nd. Cooks .....	19
"    "    3rd. Cooks .....	19
"    "    4th. Cooks .....	19
"    "    Waiters .....	91
"    "    Pantrymen .....	4
Sleeping Car Conductors .....	4
"    "    Porters .....	24
Colonist Car Porters .....	135
Total.....	353

## ROLLING STOCK REQUIRED

Baggage Cars .....	17
Commissary Cars .....	15
Table Cars .....	5
Help Cars .....	10
Dining Cars .....	4
Standard Sleeping Cars .....	23
Tourist Sleeping Cars .....	1
Colonist Cars .....	135
Total.....	210

## BEDDING FOR COLONIST SLEEPERS

Pillows .....	7062
Blankets .....	9416
Mattresses .....	4708



## CANADIAN EXPEDITIONARY FORCES AND THEIR BATTLES

Canada's total enlistment during the four years of the Great War was 595,441, of which number 418,052 proceeded overseas. In addition to the latter there left the shores of Canada for the seat of war 14,590 British and Allied reservists and several thousand young Canadians who had enlisted in the Royal Air Force. Total number of Canadians enlisted in the Royal Air Force was 21,169, but no figures are available showing the number that went overseas. The first expeditionary force of over 33,000 men sailed from Gaspé Basin October 3, 1914, landing at Plymouth thirteen days later. The first Canadian contingent to land in France (preceded by certain units) arrived there during the second week in February, 1915, and at once proceeded to Flanders. Casualties suffered by the Canadian expeditionary forces during the war numbered 232,933, or over 55 per cent. of the total that went overseas. Of this total 35,684 were killed in action, 12,437 died of wounds, 4,057 of disease, and 4,682 presumed to be dead. The wounded numbered 155,839.

### PRINCIPAL BATTLES IN WHICH CANADIANS PARTICIPATED.

The principal battles in which Canadians took part in France and Flanders were as follows:

1915

MARCH 13.—Neuve Chapelle, in which the Canadian troops received their first baptism of fire.

APRIL 22-23.—Second Battle of Ypres, in which the Canadians held their position after the French Colonial troops had been driven from the trenches by an attack of poisonous gas, followed by an avalanche of German man power. In the words of Sir John French, the Commander-in-chief, "The Canadians held their ground with a magnificent display of tenacity and courage and averted a disaster which might have been attended with the most serious consequences."

APRIL 24-25.—Battle of St. Julien, when the Canadian troops, notwithstanding frightful losses, held the integrity of the Allied line and effectually checked the enemy's further advance.

MAY 20-26.—Battle of Festubert—described by military authorities as one of the clearly defined battles of the war—in which the Canadians played a gallant and glorious part.

JUNE 15.—Battle of Givenchy, in which the Canadians, by taking the first line German trenches and performing other acts of gallantry, again re-



ceived warm encomiums from the British Commander-in-chief.

APRIL 3-20.—Battle of St. Eloi. This was the <sup>1916</sup> most serious engagement in which the Canadians had been involved since the second Battle of Ypres, their losses being very heavy.

JUNE 1-3.—Battle of Sanctuary Wood. The bombardment by the Germans was in this battle the heaviest since the beginning of the war and the Canadians lost heavily, while Major-General Mercer was killed and Brigadier-General Williams made prisoner.

JUNE 1-6.—Battle of Hooze (practically a continuation of the last-named battle) and in which the Canadians recovered lost territory.

SEPTEMBER 1.—Battle of the Somme, in which the Canadians again greatly distinguished themselves.

SEPTEMBER 15-16.—Battle of Courcellette. This was the first real offensive of the Canadians, the Fourth, Fifth and Sixth Brigades taking part in an advance which even a German barrage could not stop. Objectives were reached and held.

APRIL 9-11.—Capture of Vimy Ridge, the Can- <sup>1917</sup>adians gaining the summit, (after other troops had on two previous occasions failed) and driving the Germans down the eastern slope.

1917

JUNE.—Capture of Arleux. In advancing to the attack the Canadians resolutely passed through two German barrages, while Arleux was strongly protected by machine guns. "I feel proud in commanding the Canadians," was the message sent by Lord Byng after the objective had been attained.

JULY 22.—Canadian troops in the Lens area, by a sudden attack, carried German trenches on a considerable frontage, to be followed by additional gains a few days later.

AUGUST 15.—Battle of Loos, in which the Canadians captured famous Hill 70 and gained ground to a depth of two miles.

OCTOBER 26-NOVEMBER 10.—Battle of Passchendaele. First, Second, Third and Fourth Canadian Divisions, after a series of assaults, carried German positions on high ground northeast of the village of Passchendaele, an enterprise in which they lost 15,000 men.

NOVEMBER 25.—A squadron of Fort Garry Horse, under heavy machine gun fire, charged and captured a German field battery near Masnières, and although they lost 79 men out of a total of 123 they brought prisoners back. In principle it was a repetition of the charge of the "Six Hundred" at Balaclava.

MARCH-APRIL.—During these months while the Allies were developing their counter-stroke against the enemy, the Canadians were held in reserve around Lens. They were, however, kept well employed in minor active fighting at various points, including Lens, Arras and Viny, and on April 1 captured Moreuil and a wood to the north. 1918

AUGUST 8-10.—Battle of Amiens, in which the Canadians were used as a spear-head in the attack. "I desire to place on record my sincere appreciation of the conspicuous and highly successful part played by the Canadian Force in the Battle of August 8." read a message of congratulation under the authority of the British Commander-in-Chief.

AUGUST 12-17.—The Canadians, in process of an advance on the Luce, captured Le Quesnoy, Mancourt, Chilly and Hallu. "It was the advance of the Canadians on the Luce," says one authority, "that was the core and crux of the operation." During this operation the Canadians captured 10,000 prisoners, 150 guns, 1,000 machine guns, and twenty towns and villages.

AUGUST 26-28.—Canadians made a new and important advance southeast of Arras, during which they took Wancourt, Guemappe, Monchy-le-Preux and Drocourt-Queant, the last-named being on the

1918

threshold of the Hindenburg line. This operation military authorities declare to be "one of the most remarkable exploits of the war." On the 28th, in conjunction with Scottish troops, the Canadians captured Pelves and Bovy.

SEPTEMBER 1-2.—Canadians took the Hindenburg fortifications of Dury, Viller-les-Cagnicourt and Cagnicourt. This operation broke the German line switch west of Arras for a distance of six miles. "It is a remarkable military feat," declared a British authority. During this operation the Canadians captured 10,000 prisoners, 95 field and heavy guns, and 1,016 machine guns; but had 11,000 casualties. During the two months' fighting the Canadians captured 69 towns and villages from the Germans.

OCTOBER 1-9.—Battle of Cambrai. During the first day three Canadian Divisions defeated ten German Divisions, inflicting heavy slaughter. On October 9, after capturing Culvillers and suburbs of Cambrai, the Canadians entered the latter city at the head of the conquering forces. Canadian casualties in this operation were 16,000.

OCTOBER 20.—Capture of Denain by the Canadians.

OCTOBER 24-NOVEMBER 2.—Canadians, fighting a severe battle, made a crossing over the Scheldt

canal, and after taking twenty-eight towns and <sup>1918</sup> villages, supported by a British Army Corps, captured and entered Valenciennes, and advanced beyond the town.

NOVEMBER 11.—Capture of Mons. This was accomplished early in the morning by the Third Canadian Division, all the Germans defending the city being killed or taken prisoners. And thus it fell to the honor of Canadian troops to administer the coup de grace to the German army in the last day of the war.

From July 16 to November 11, 1918, Canadian troops captured 31,537 prisoners and 623 guns and some thousands of machine guns.



# ENROLLED IN THE CANADIAN ARMY

This list of names of regular employees of the Canadian National Railways who were enrolled in the Canadian Army during the Great War was compiled from the best available records kept by the various branches of the Railways' Service.

## ABBREVIATIONS

W.	—	Wounded.
G.	—	Gassed.
S.S.	—	Shell Shock.
D.	—	Died.
D.O.W.	—	Died of Wounds.
K. in A.	—	Killed in Action.
M.	—	Missing.
M.B.K.	—	Missing, believed killed.
V.C.	—	Victoria Cross.
D.S.O.	—	Distinguished Service Order.
M.C.	—	Military Cross.
M.C. & B.	—	Military Cross and Bar.
D.F.C.	—	Distinguished Flying Cross.
C. de G.	—	Croix de Guerre.
B.C. de G.	—	Belgian Croix de Guerre.
It. C. de G.	—	Italian Croix de Guerre.
D.C.M.	—	Distinguished Conduct Medal.
D.S.M. & B.	—	Distinguished Conduct Medal and Bar.
M.M.	—	Military Medal.
M.M. & B.	—	Military Medal and Bar.
N.B.M.	—	Naval Bronze Star.
M.S.M.	—	Meritorious Service Medal.
F.W.C.	—	French War Cross.
R.O. St. G.	—	Russian Order of St. George.
R.O.St.A.	—	Russian Order of St. Andrew.
St.G.C.	—	St. George's Cross.
M.D.	—	Mentioned in Despatches.
M.S.	—	Mons Star.
1914-15 S.	—	1914-15 Star.
G.S.M.	—	General Service Medal.
W.M.	—	War Medal.
B.G.S.M.	—	British General Service Medal.
K's. M.	—	King's Medal.
M. de H.	--	Medaille D'Honneur.

Abb, J. ....	Duluth	—	Alton, H. E. ....	Pacific D.	—
Abbott, C. J. ....	Edmonton	—	Alward, C. ....	Winnipeg	—
Abbott, W. ....	Edmonton	—	Alward, E. S. ....	Winnipeg	—
Abell, W. J. ....	Winnipeg	—	Alward, F. C. W. ....	Moncton	K. in A.
Abinger, B. R. ....	Toronto	K. in A.	Ambrose, G. A. ....	Edmonton	—
Abrahamson, M. ....	Pacific D.	W.	Amory, A. J. ....	Toronto	1914-15 S.
Acton, H. ....	Winnipeg	—	Amos, H. G. ....	Redditt	W.
Acton, M. M. ....	Ottawa	—	Anderson, A. ....	Pt. Arthur	—
Adair, C. ....	Sudbury	—	Anderson, C. R. ....	Saskatoon	—
Adams, A. H. ....	Winnipeg	K. in A.	Anderson, D. ....	Sydney	—
Adams, A. V. ....	Port Mann	W.	Anderson, D. B. ....	Rainy River	—
Adams, G. F. ....	Winnipeg	K. in A.	Anderson, F. ....	Winnipeg	—
Adams, J. ....	Carlyle	—	Anderson, G. W. ....	Halifax	—
Adams, J. O. ....	Moncton	—	Anderson, H. J. ....	Transcona	G.S.M.
Adams, R. W. ....	Springhill Jct.	—	Anderson, J. ....	Winnipeg	—
Addison, R. H. ....	Pacific D.	—	Anderson, J. L. ....	Kamloops J.	—
Adrian, A. ....	Montfort	—	Anderson, J. S. ....	Boston Bar	—
Adkins, J. ....	MacDowell	1914-15 S.	Anderson, O. M. ....	Pt. Arthur	—
Aflick, E. J. ....	Winnipeg	—	Anderson, W. ....	Pt. Arthur	—
Ager, H. C. ....	Winnipeg	K. in A.	Anderson, R. ....	Winnipeg	—
Agerton, W. ....	Winnipeg	—	Anderson, R. H. ....	Halifax	—
Agnew, T. ....	Moncton	—	Anderson, R. J. ....	Moncton	—
Ahearn, J. ....	Winnipeg	—	Anderson, W. C. ....	Sydney	K. in A.
Ahier, P. ....	N. Battleford	—	Anderson, W. M. ....	Winnipeg	—
Ainslie, C. M. ....	North Bay	—	Andrews, T. ....	Winnipeg	—
Aird, Hugh. ....	Toronto	—	Andrews, G. S. ....	Duluth	—
Aird, J. ....	Toronto	—	Andrews, H. M. ....	Transcona	W.
Aiston, J. ....	Toronto	—	Andrusiak, M. ....	Piney	—
Aitken, J. ....	Winnipeg	W. 1914-15 S.	Angus, G. ....	Winnipeg	W.
Aitkin, G. H. ....	Winnipeg	—	Angus, J. ....	Pacific D.	{ M.M. & B.
Akenhurst, C. ....	Winnipeg	—	Angus, J. R. ....	Ft. Frances	C.de G.
Akin, F. C. ....	Lloydmin'r	W.	Annesley, J. ....	Saskatoon	W. & G
Alain, M. ....	Bridge	—	Annard, C. A. ....	Truro	—
Albert, A. A. ....	Youngstown	—	Annis, A. ....	Transcona	K. in A.
Albert, C. ....	Truro	—	Anselmette, F. ....	Winnipeg	—
Aldworth, O. H. ....	Winnipeg	W. MD.	Anstett, A. ....	Humbolt	—
Alexander, C. ....	Winnipeg	—	Ansty, A. ....	Halifax	—
Alexander, F. H. ....	Prince Albert	—	Ansty, W. ....	Cent. Div.	—
Alexander, H. ....	Brandon	—	Appleby, P. E. ....	Halifax	—
Alexander, S. T. ....	Pacific D.	—	Aquino, F. A. ....	Cochrane	—
Alexander, T. J. ....	Toronto	—	Arbing, W. ....	Moncton	D. of W.
Alford, W. ....	—	—	Arbing, W. ....	Moncton	—
Alison, J. B. ....	Winnipeg	—	Arbutnot, J. D. ....	Toronto	—
Allaire, O. ....	St. Jerome	—	Archer, S. ....	Big Valley	—
Allan, A. ....	Winnipeg	—	Archer, C. F. ....	Campbellton	W.
Allan, J. T. ....	Winnipeg	—	Archibald, B. V. ....	Truro	W
Allan, R. ....	Winnipeg	W.	Argo, J. A. ....	North Bay	M. D.
Allan, W. E. ....	Moncton	—	Armin, L. ....	Winnipeg	—
Allan, W. G. ....	Winnipeg	—	Armor, G. W. T. ....	Moncton	—
Allen, B. A. ....	Shellmouth	—	Armour, W. A. ....	Calgary	—
Allen, C. F. ....	Ottawa	—	Armstrong, F. B. ....	Saskatoon	—
Allen, D. R. ....	Drumheller	—	Armstrong, H. ....	—	—
Allen, E. C. ....	Winnipeg	W.	Armstrong, H. C. ....	Fort William	—
Allen, E. R. ....	Pt. Arthur	—	Armstrong, H. D. ....	Transcona	—
Allen, G. H. ....	Shellmouth	—	Armstrong, J. ....	Dauphin	—
Allen, G. W. G. ....	Halifax	—	Armstrong, J. R. ....	Transcona	—
Allen, H. H. ....	Newcastle	—	Armstrong, K. ....	Prince Albert	{ W.
Allen, J. H. ....	Joliette	K. in A.	Armstrong, L. ....	Prince Albert	1914-15 S.
Allen, J. T. ....	Winnipeg	—	Armstrong, M. H. ....	Kindersley	M.M.
Allen, W. B. ....	South Devon	W.			W.
Allenby, W. C. ....	Dauphin	—			W.
Allison, D. O. ....	Campbellton	—			—
Allison, T. ....	Winnipeg	—			—

Armstrong, R. C.	Fredericton	—	
Armstrong, T. R.	Transcona	—	
Armstrong, W.	Ottawa	—	
Armstrong, W. M.	Port Mann	—	
Arnaud, P. J.	Boston Bar	W.	
Arnold, A.	Brandon	W.	
Arnold, A.	Regina	—	
Arnold, A. E.	Dauphin	D. of W.	
Arnold, H.	Saskatoon	G.	
Arnold, J. A.	Campbellton	—	
Arnold, W. E.	Dauphin	D. of W.	
Arrivetz, H.	Toronto	—	
Arseneau, F. G.	Moncton	—	
Arseneault, I.	Moncton	—	
Arseneault, J. E.	Nash's Creek	—	
Arseneault, J. H. A.	Moncton	—	
Arseneault, J. A.	Moncton	—	
Arseneault, O.	Bridge	—	
Arseneault, P.	Edmundston	—	
Arthur, R. B.	Halifax	—	
Arthur, W. H.	Winnipeg	—	
Ash, A. R.	Pacific D.	—	
Ash, J. C.	Pacific D.	K. in	
Ashbourne, B. N.	Toronto	W. 1914-15 S.	
Ashbury, D.	Toronto	—	
Ashby, J.	Dauphin	—	
Ashcroft, N. L.	Transcona	W. MM.	
Ashford, A. E.	Newcastle	—	
Ashlee, J. J.	Saskatoon	—	
Ashman, E. R.	McCornell	—	
Ashmun, A.	Winnipeg	—	
Ashton, F. R.	Toronto	W.	
Astwood, M. S.	Pt. Arthur	—	
Atcheson, F.	Regina	—	
Atkins, A.	Kipling	—	
Atkins, J.	Grant	—	
Atkins, R. A.	Halifax	—	
Atkinson, C. L.	Toronto	—	
Atkinson, K. I.	Moncton	W.	
Atkinson, L.	Stewiacke	—	
Atkinson, R.	Winnipeg	G.	
Atkinson, R. E.	Campbellton	—	
Audas, I.	Truro	—	
Audet, Sylvio.	Edmundston	—	
Augusta, J. B.	Dist. 2 C.D.	—	
Aukland, C. R.	Winnipeg	—	
Aukland, P. W.	Brandon	K. in A.	
Austin, N.	Superior D.	—	
Austin, C. A.	Transcona	—	
Avery, H. I.	Ottawa	—	
Ayott, E. B.	Brandon	—	
Ayrton, W.	Winnipeg	W. 1914-15 S.	
Babcock, J. S.	Humbolt	—	
Babin, D.	Edmundston	—	
Babineau, A.	Moncton	—	
Babineau, F.	Moncton	W.	
Babineau, J. A.	Moncton	—	
Babineau, J. A.	Moncton	—	
Bachman, W. S.	Lunenburg	—	
Backhouse, H. J.	No. Regina	—	
Bacon, J. H. A.	St. Pierre	—	
Baggs, E. W.	Winnipeg	—	
Bagley, C.	Halifax	—	
Baird, A. M.	Lucerne	—	
Baird, G. G.	Winnipeg	—	
Baird, R. S.	Winnipeg	—	
Baird, T. A.	W. Lines	W. & G., 1914-15S.	
Bailey, F. R.	—	—	
Bailey, G. E.	Winnipeg	—	
Bailey, J.	Craik	—	
Bailey, R. G.	Transcona	—	
Bailey, W.	Saskatoon	—	
Baillargeon, O.	New Glasgow	—	
Baillie, J.	Winnipeg	1914-15 S.	
Bain, C. J.	Stellarton	—	
Bain, T. M.	Stellarton	—	
Bairston, F.	Transcona	—	
Baisley, J. R.	Winnipeg	—	
Baker, A. E.	Regina	—	
Baker, A. K.	Toronto	—	
Baker, C.	No. Regina	W.	
		1914-15 S.	
Baker, E. A.	Trenton	—	
Baker, E. B.	Pacific D.	—	
Baker, G.	Pacific D.	—	
Baker, G. W.	—	—	
Baker, H.	Transcona	—	
Baker, H. G.	Pacific D.	—	
Baker, I.	Toronto	—	
Baker, H. P.	Pacific D.	—	
Balcomb, C.	Transcona	—	
Baldock, H. J.	Winnipeg	—	
Baldwin, W. C.	Rainy River	—	
Balfour, J. H.	Calgary	W.	
Ball, C. F.	Sydney	—	
Ball, F.	No. Regina	—	
Ball, F.	Pt. Arthur	K. in A.	
Ball, T.	W. Lines	W.	
Ballantyne, R. M.	Toronto	W.	
Balser, C. L.	Moncton	—	
Balser, G. K.	Moncton	W.	
Balser, R. R.	Moncton	G.	
Balser, W. A.	Moncton	D. of W.	
Balser, W. A.	Moncton	—	
Banks, A. A.	Winnipeg	W.	
Banks, G.	Winnipeg	—	
Banks, W. H. A. J.	—	—	
B. C.	Moncton	—	
Bannard, C.	Edmonton	—	
Banner, A. R.	P. LaPrairie	—	
Bannister, W. A.	Montreal	—	
Banville, L. E.	Campbellton	—	
Baptist, D. Y.	Saskatoon	—	
Barber, A. R.	Winnipeg	W.	
Barberie, J.	Hawkesbury	—	
		W.	
Barbour, D. A.	W. Lines	D.C.M. & M.M.	
Barclay, A. N.	Pacific D.	—	
Barker, G. A.	Kamsack	—	
Barker, S.	Moncton	—	
Barnard, A. R.	Winnipeg	—	
Barnett, A.	Transcona	—	
Barnett, M.	N. Battleford	W.	
Barnett, M.	Moncton	—	

Barnhill, I. L.	Truro	_____
Baron, H.	Winnipeg	_____
Barr, A.	Calgary	_____
Barraclough, T.	Dauphin	_____
Barret, I.	Rainy River	_____
Barrie, J.	Winnipeg	_____
Barrieault, J. L. A.	Moncton	_____
Barry, N.	Redditt	_____
Barter, J. E.	French Village	_____
Bartlette, F. G.	W. Lines	W.
Bartlow, T. F.	Halifax	_____
Barton, A. E.	Moncton	_____
Barton, F. W.	Halifax	_____
Barton, J. H.	Moncton	_____
Bartrup, J.	Winnipeg	_____
Baskin, R. F.	Winnipeg	W. 1914-15 S.
Bassett, J. J. S. H.	Lac Ste Anne	_____
Batchelor, E. T.	W. Lines	W.
Bate, F. W.	Winnipeg	W.
Bateman, A. R.	Winnipeg	_____
Bateman, J. W. J.	Edmonton	_____
Bates, F.	Kamsack	_____
Batt, A. G.	Edmonton	_____
Batt, H. C.	Pacific D.	_____
Batteston, S.	Winnipeg	_____
Battis, J. S.	Moncton	K. in A.
Baxter, C. R.	W. Lines	_____
Bazillian, W. H.	St. John	1914-15 S.
Beack, A.	_____	_____
Beal, C. B.	Big Valley	_____
Beamman, W. W.	Moncton	_____
Beames, T. H.	Pacific D.	K. in A.
Bears, W.	Winnipeg	W.
Beaton, J.	Pacific D.	_____
Beattie, J. J.	Prince Albert	_____
Beattie, W.	Winnipeg	_____
Beaudoin, E.	Levis	_____
Beaudreau, J.	Halifax	_____
Beaudro, R. F.	Cochrane	_____
Beaulieu, J. A.	Chaudiere Jct	_____
Beaulieu, J. C. E.	Riv. du Loup	_____
Beaulieu, J. N. O.	Riv. du Loup	_____
Beaulieu, L. J. A.	Cochrane	_____
Beaumont, B. B.	Halifax	_____
Beaupre, J.	Joliette	_____
Beautridge, W.	Winnipeg	_____
Beazly, F. A.	Stewarts	_____
Bechard, C. E.	Edmundston	_____
Bechard, C. J.	Edmundston	_____
Beck, E.	Halifax	_____
Beckier, F.	Westville	_____
Bedford, F. K.	Moncton	_____
Bedwell, T. B.	Emerson Jct.	_____
Beer, H.	Winnipeg	_____
Beers, J. R.	St. John	_____
Bergeron, G.	Bridge	_____
Begg, J. C.	Calgary	D. of W.
Begin, J. E.	Chaudiere Jct	_____
Begin, J. J. B.	Bridge	_____
Begin, R.	Levis	_____
Behan, J.	Toronto	_____
Belanger, J. A.	La Tuque	_____
Belanger, J. A.	Chaudiere Jct	_____
Belanger, J. A. B.	Holiday	_____
Belanger, J. J.	Campbellton	K. in A.
Belanger, R.	La Tuque	_____
Belcher, J. A.	Winnipeg	_____
Belfoy, A. McD.	Kamloops	_____
Bell, A.	Winnipeg	W.
Bell, A. J.	Saskatoon	_____
Bell, D.	Transcona	_____
Bell, E.	Rosborough.	_____
Bell, E. D.	Edmonton	_____
Bell, G.	Rainy River	_____
Bell, G. A.	Moncton	1914-15 S.
Bell, H.	Prince Albert	_____
Bell, J. B.	Pacific D.	_____
Bell, Leo.	Halifax	K. in A.
Bell, W.	Edmonton	_____
Bell, W. A.	Bridgewater	_____
Bell, W. C.	Sudbury	_____
Bell, W. R.	Truro	_____
Belleau, J. T.	Chaudiere Jct	_____
Bellefontaine, J. V.	Halifax	_____
Bellevance, C.	Edmunston	_____
Bellevance, E.	Vandry	_____
Bellevance, L.	Fitzpatrick	_____
Belliveau, J. A.	Moncton	_____
Belliveau, M.	Moncton	W.
Belliveau, V. P.	Moncton	_____
Bellong, F. J.	Pacific D.	_____
Belt, P. R.	Capreol	_____
Belyea, L. J.	Moncton	_____
Belzile, A.	Riv. du Loup	_____
Belzile, C. E.	Levis	_____
Bennett, G. A.	Winnipeg	W.
Bennett, G. S.	Ft. William	_____
Bennett, G. S.	Ft. William	_____
Bennett, H. M.	Calgary	D.C.M. & M.D.
Bennett, H. J.	Dauphin	W.
Bennett, J. C.	Moncton	W.
Bennett, R. H.	Winnipeg	_____
Bennett, T. G.	Moncton	_____
Bennett, W. A.	Ont. Div.	_____
Bennett, W. P.	W. Lines	_____
Behau, J. J.	Toronto	M.S.M. & M.D.
Benn, T.	Brandon	G.
Benson, A.	Winnipeg	_____
Benson, F.	Winnipeg	_____
Benson, H. L.	No. Bay	_____
Benson, J.	Transcona	_____
Benson, J.	Winnipeg	W.
Bensteud, J.	Birds Hill	_____
Bentley, F. R.	Longue Pointe	G.
Berch, G.	Pacific D.	_____
Berg, O. C.	Avonlea	_____
Bergeron, J. A.	Chaudiere Jct	_____
Bergeron, J. E.	Chaudiere Jct	_____
Bernard, E. B.	Chatham	K. in A.
Bernard, R. F.	Moncton	_____
Bernard, V. J.	Moncton	W.
Bernier, J. J. H.	Levis	_____
Bernier, J. L.	Parent	_____



Berry, B. C.	Gladstone		Blanchard, J. A.	Moncton	
Berry, E. M.	Hanna	K.in A.	Bland, W. E.	Cochrane	
Berry, H. N.	Edmonton		Blankhorn, C. T.		
Berry, T.		W.	Blatchford, W. H.	St. John	
Berry, W.	Graham	W.	Blatchley, J. E.	Winnipeg	
Berryman, L.	Moncton	M.	Bleakney, C. R.	Moncton	
Bertrand, G.	Bolger		Bleakney, H. E.	Moncton	W.
Berube, L.	Edmundston		Bleakney, V. A.	Moncton	D.C.M.
Best, T.	Halifax		Blezzard, J.	Winnipeg	
Bethell, H. W.			Blouin, J. A.	Limoulu	
Berthier, A. H.	Winnipeg		Blower, A. E.	N. Battleford	W.
Bethune, J.	Graham		Bloxam, A. R.	Winnipeg	
Bevan, W. H. B.		{ D.C.M. & M.D.	Blue, D. L.	Campbellton	
Bevis, J.	Winnipeg		Blyth, J.	Winnipeg	
Bible, G. H.	Pt. Arthur		Bodley, H. E.	Smith's Falls	
Bickerstaff, H.	Toronto		Bodmin, V. G.	Oakpoint	
Bickerton, T.F.	Winnipeg		Bodner, F.	Hanna	
Bickford, H. J.	Saskatoon		Boileam, O. H.	Ottawa	
Bicqua, F.	Transcona		Boite, H. J.	Halifax	
Biddington, A. V.	Moncton		Boivin, W. A.	Warren	
Biers, B. W.	Cochrane		Bolter, G. J.	Capeol	
Biers, R. H.	Cochrane		Bond, J. E.	Moncton	
Biggane, M. D.	Brandon		Boneham, T.	Wawanesa	
Billing, C. P.	Winnipeg		Bonnell, J. A.	Graham	
Billings, A.	Toronto		Booker, G.	Winnipeg	
Bilodeau, L.	Parent		Booth, D. C. G.		
Bird, McC. H.	Graham		Booth, G. S.	Kamloops	
Birkett, R. C.	Radville	W.	Booth, W.	Winnipeg	
Bishop, B.	Moncton		Borbridge, J. J.	Montreal	
Bishop, E. H.	Moncton		Borden, W.	Edmonton	
Bishop, H. A.	Pt. Arthur		Borg, C. (No. 2).	Transcona	
Bishop, L. LeR.	Moncton		Borland, V. J.	Vancouver	
Bishop, R.	Moncton	M.	Borrmann, A. W.	Winnipeg	
Bishop, S. E.	Moncton		Borthwick, T.	Winnipeg	
Bissett, J.	Winnipeg		Bosby, J.	Pacific D.	
Black, A.	Rainy River		Bosse, J. L. S.	Chaudiere Jct	
Black, A.	Lytton		Boswell, M. L.	Halifax	
Black, H. J.	Cochrane		Bott, D.	Joliette	
Black, J.	Winnipeg		Bott, G.	Toronto	
Black, N. J.	D.2/3 C Div		Bouchard, J. M.	Lac Chat	
Black, W.	Pt. Arthur		Boucher, F.	Moncton	
Black, R. H.	Moncton		Boucher, J. L. P.	Chaudiere Jct	
Black, R. N.	Moncton		Boucher, J. R.	Moncton	
Black, W. H.	Leaside	{ W. M.M.	Boucher, T. M.	Regina	M.M.
			Boucher, J. P. A.	Chaudiere Jct.	
			Bouchley, J.		
Black, W. D.	Moncton		Boucier, J. G. E.	Chaudiere Jct	
Blackburn, L. R.	Englefield		Boudreau, C.	Moncton	
Blackman, W.	Halifax		Boudreau, J. A.	Bathurst	W. & G.
Blackmore, F.	Winnipeg		Boudreau, J. A.	Moncton	
Blackstock, J.	Halifax		Boudreau, J. A. H. A.	Campbellton	
Blackwell, E.	Winnipeg		Boudreau, J. J.	Halifax	
Blackwood, W.	Toronto		Bouffard, E.	Quebec	
Blair, C. W.	New Glasgow	W. MC	Bouilanne, T. S.	Levis	
Blair, R.	Strathcona		Bourgeois, A.	Parent	
Blais, D.	Jellicoe		Bourgeois, A.	Moncton	
Blakney, D. Z.	Moncton		Bourgeois, A.	Moncton	
Blake, J.	W. Lines		Bourgeois, C. J.	Moncton	
Blake, L. J.	Moncton	G.	Bourgeois, J. L.	Moncton	
Blakely, A. P.	Moose Jaw		Bourgeois, J. P.	Moncton	
Blakeney, G. A.	Moncton		Bourgeois, J. P.	Moncton	
Blakeney, H. H.	Moncton	W.	Bourgeois, S. H.	Moncton	



Bough, F. R.....	Willmar	1914-15 S.		Brillant, J. B. A....	Bic	{ D. of W. M. C. and V. C.
		W.				
Bourque, F. J.....	Pt. Tupper	_____		Brindle, W.....	Cochrane	_____
Bourque, J. C.....	Moncton	_____		Briston, H. W.....	Transcona	_____
Bourre, A.....	Rainy River	_____		Briscoe, W. A.....	Winnipeg	_____
Bourrett, J. A. B....	Dauphin	_____		Bristol, A. J.....	Toronto D.	_____
Boushie, S.....	Campbellton	_____		Briveau, W. J.....	N. Bay-Pem- broke	W.
Bouts, H.....	Winnipeg	_____				
Bouthellette, S.....	Levis	_____		Bromley, B.....	Pacific D.	_____
Boutilier, E. G.....	Halifax	_____		Bromley, F. F.....	Transcona	_____
Bovard, W. J.....	Moncton	_____		Brook-Smith, E.....	Pacific D.	_____
Bovyer, E. R.....	Charlottetown	_____		Brooks, G. S.....	Transcona	D. of W.
Bowen, J. A.....	Winnipeg	_____		Brooks, H.....	Winnipeg	_____
Bower, E.....	Regina	_____		Brooks, J.....	Kamsack	_____
Bower, E. J.....	Graham	_____		Brooks, J. B.....	Moncton	_____
Bowers, W. M.....	Transcona	_____		Brooks, J. L.....	Saskatoon	_____
Bowlan, J. J.....	Charlottetown	_____		Brooks, N.....	Transcona	_____
Bowler, P. H.....	Port Mann	_____		Brooks, W. H.....	Regina	W.
Bowles, G.....	Winnipeg	_____		Broomfield, P.....	Winnipeg	_____
Bowles, H. G.....	Halifax	_____		Brophy, B.....	Ft. William	W.
Bowley, H. S.....	Edmonton	_____		Brophy, E. A.....	Mission	_____
Bowling, F.....	Edmonton	_____		Brough, G.....	Winnipeg	_____
Bowling, H. T.....	Edmonton	_____		Broughton, E.....	Winnipeg	_____
Bowlit, T.....	Saskatoon	_____		Broughton, J.....	Winnipeg	W.
Bowman, H.....	Winnipeg	_____		Brousseau, L.....	Bridge	_____
Bowman, W.....	P. LaPrairie	_____		Brown, B.....	Toronto	_____
Bowser, E. M.....	Moncton	_____		Brown, B. R.....	Parry Sound	_____
Bowser, V. A.....	Halifax	W. MS.		Brown, C. D.....	Moncton	_____
Boyce, A.....	Neepawa	_____		Brown, C. R.....	Moncton	_____
Boyce, J. C.....	Big Valley	_____		Brown, C. W.....	Halifax	_____
Boyd, A. G.....	Halifax	_____		Brown, F. H.....	Moncton	_____
Boyd, D.....	Moncton	M.		Brown, F. R.....	Halifax	_____
Boyd, H. M.....	Moncton	W.		Brown, G.....	Edmonton	_____
		1914-15 S.		Brown, G.....	Transcona	_____
Boyd, G. T.....	Winnipeg	M.M.		Brown, G. M.....	Toronto	_____
				Brown, H.....	Winnipeg	_____
Boyd, J. B.....	Pacific D.	_____		Brown, H. G.....	Kindersley	_____
Boyd, R.....	Winnipeg	_____		Brown, H. A.....	Saskatoon	_____
Boyes, J. C.....	Vancouver	_____		Brown, I. A.....	Anagance	_____
Boyle, G. S.....	Moncton	_____		Brown, I. L.....	Winnipeg	_____
Brackner, W. J.....	Toronto	_____		Brown, J.....	N. Battleford	_____
Bradley, C. E.....	Transcona	M.		Brown, J.....	Winnipeg	M.M.
Bradley, G. E. C....	Winnipeg	W.		Brown, J. C.....	Transcona	_____
		M.M.		Brown, J. G.....	Transcona	W. & G.
				Brown, J. L.....	No. Regina	W.
Bradley, G. F.....	Winnipeg	_____		Brown, J.....	_____	_____
Bradley, G. H.....	Winnipeg	_____		Brown, J. R.....	Smooth Rock F.	_____
Bradley, W.....	Winnipeg	_____		Brown, M.....	Belmont	_____
Bradshaw, J. J.....	Winnipeg	_____		Brown, R.....	Winnipeg	_____
Bragg, E. C. F.....	Edmonton	_____		Brown, R. E.....	Kamloops	_____
Braham, A.....	Regina	_____		Brown, R. S.....	Div. 1 C.Dist	_____
Braham, J.....	Saskatoon	_____		Brown, R. J.....	Pt. Arthur	W. & G.
Brandolin, V.....	Winnipeg	_____		Brown, R. R.....	Petitcodiac	_____
Brannan, J.....	Saskatoon	_____		Brown, S.....	Dauphin	_____
Branson, F.....	Edmonton	_____		Brown, W. C.....	Winnipeg	_____
Brekham, G.....	Belmont	_____		Brown, W. E.....	Winnipeg	_____
Briars, J. A.....	Plumas	_____		Brown, W. J.....	Truro	_____
Bridger, H. C.....	Winnipeg	W.		Brown, W. S.....	Winnipeg	W.
Bride, W. J.....	Winnipeg	_____		Brown, W. S.....	Cochrane	_____
Briggs, W.....	Brandon	W.		Brown, W. W.....	Pacific Div.	_____
Briggen, J. E.....	Cochrane	_____		Browne, P. F.....	Emerson	_____
Brignell, W. W....	Brigewater	_____		Browne, W. W.....	Kamloops	W.

Browning, H. W.	Saskatoon	—	Burns, A. H.	Edmonton	—
Browning, J.	Toronto	—	Burns, C. H.	Fredericton	—
Browning, L. A.	Kamsack	—	Burns, D.	Winnipeg	W.
Brownlee, S. W.	Grant	—	Burns, F. J.	Winnipeg	—
Brownrigg, O. J.	Montreal	—	Burns, H. Y.	Moncton	—
Bruette, E.	Winnipeg	—	Burns, J. A.	Winnipeg	G.
Brunskill, W.	Transcona	—	Burns, R.	Rainy River	K. in A.
Brunton, R.	Pacific Div.	—	Burns, S. L.	Kamloops	—
Brunton, D. T.	Pacific Div.	—	Burns, T.	Perth Rd.	—
Bruce, A. G.	Charlottetown	G.	Burnside, A. P.	Pacific D.	—
Bruss, J.	Winnipeg	—	Burnside, W.	Toronto	W.
Brust, G. W.	Winnipeg	—	Burran, A. L.	Moncton	—
Bruyer, H. E.	Woodridge	—	Burrows, H.	Truro	—
Bryant, B.	Winnipeg	—	Burrow, J.	Gibson	W.
Bryant, J. B.	Winnipeg	—	Bury, F. N.	Winnipeg	—
Bryden, W. F.	P. LaPrairie	—	Bush, H. J.	E. Lines	—
Buans, D.	Winnipeg	—	Bushell, H.	Winnipeg	—
Bubb, W. C.	Dauphin	—	Busteed, E. B.	Campbellton	K. in A.
Buchan, W.	Saskatoon	—	Butler, B. H.	Pacific D.	—
Buchanan, A.	Pacific Div.	—	Butler, G.	Pacific D.	—
Buchanan, H. H.	Transcona	—	Butler, J. D.	Charlottetown	—
Buchanan, J. F.	Truro	—	Butler, P. St.G.	Halifax	—
Buchanan, L. D.	Truro	—	Butcher, W. E.	Toronto	W.
Buck, J. A.	Pacific Div.	—	Butt, B. G. L.	Kamsack	W. MD.
Buck, P.	W. Lines	—	Butten, E.	Transcona	—
Buckley, B.	Winnipeg	—	Butterfield, J.	Regina	K. in A.
Buckerfield, E. R.	Capreol	—	Butters, T.	Rosedale	W. MD.
Buckie, G. W.	Pacific D.	—	Buzza, P.	Transcona	—
Buckley, J.	Winnipeg	W.	Bynon, R. M.	Moncton	—
Buckman, M.	Winnipeg	—	Byrne, W.	Halifax	—
Buehrer, S. R.	Pt. Arthur	—			
Buller, B. H.	Pacific D.	—	Cadorath, E. H.	Brandon	—
Buller, G.	Pacific D.	—	Cahill, R. S.	Newcastle	—
Bullock, E. A.	Winnipeg	—	Cahill, S. E.	Moncton	—
Bullock, H.	Transcona	—	Caisley, W. P.	—	—
Bullock, J. S. K.	Moncton	—	Caissie, G.	Moncton	—
Bullock, S. C.	Winnipeg	1914-15 S.	Caissie, J. E.	Parent	—
Bulmer, G. W.	Toronto	M.C.	Calder, G. W.	Toronto	—
Bulmer, H. E.	Moncton	K. in A.	Caldwell, R.	—	—
Bulmer, R. F.	Moncton	—	Calhoun, G. H.	Campbellton	—
Bulmer, T.	Humbolt	G.	Calhoun, J. W.	Moncton	—
Bunce, W. E.	N. Battleford	—	Callon, J. P.	Drumheller	—
Bunston, W.	Transcona	—	Calville, J. G.	Humbolt	—
Burbridge, T.	Halifax	—	Cameron, A.	Humbolt	—
Burch, G.	Pacific D.	—	Cameron, A.	Sydney	—
Burditt, C. S. H.	Winnipeg	—	Cameron, D. G. H.	Moncton	W. 1914-15S.
Burgar, J. H.	Toronto	W.	Cameron, D. W.	Stellarton	W.
Burgess, B. I.	Gibson	—	Cameron, F. J.	Charlottetown	K. in A.
Burgess, C. L.	Cochrane	—	Cameron, G. W.	N. Sydney	—
Burgess, F.	Halifax	—	Cameron, J.	Transcona	W.
Burgess, I. J.	Winnipeg	K. in A.	Cameron, J. D.	Vancouver	—
Burgess, W. D.	Bengough	—	Cameron, J. F.	Stellarton	—
Burk, A. R.	Toronto	—	Cameron, R.	Moncton	—
Burke, A. D.	W. Lines	—	Cameron, S. W.	Moncton	—
Burke, L.	Oyen	W.	Cameron, W. D.	Stellarton	—
Burke, P.	Pt. Arthur	W.	Camp, J. H.	Halifax	—
Burke, W.	Pt. Arthur	—	Campanella, J.	—	—
Burlton, W.	Halifax	—	Campbell, A.	Saskatoon	—
Burn, J.	Pacific D.	—	Campbell, A. H.	Transcona	—
Burnie, J.	Winnipeg	—	Campbell, A. S.	Truro	D.
Burnett, G. O.	Toronto	—	Campbell, C. M.	Warman	W.
Burnett, J. W.	Halifax	—	Campbell, G. B.	Mayfield	—
Burnham, R. K.	Halifax	—	Campbell, H.	Transcona	—

Campbell, H. P.	Saskatoon	W.	Carter, R. L.	Londonberry	W.
Campbell, J.	Winnipeg	—	Carter, V.	Pacific D.	—
Campbell, J. A.	Sydney	—	Cartwright, G.	Ont. Div.	—
Campbell, J. J.	Sydney	—	Casby, J.	Blue River	W.
Campbell, J. M.	Elmira	—	Case, H. G.	St. John	1914 15 S
Campbell, J. N.	Truro	—	Casey, E. J.	Amherst	—
Campbell, F. A.	Winnipeg	—	Casey, T. C.	Winnipeg	—
Campbell, K.	Toronto	—	Cassidy, H. F.	Toronto	—
Campbell, K. A.	Halifax	K. in A.	Cassidy, T. J.	Newcastle	—
Campbell, M.	Cochrane	—	Cassidy, W.	Radville	—
Campbell, N.	Dist. 1 C.D.	—	Castell, F.	Pr. Albert	—
Campbell, P. M.	Sydney	—	Caswill, E. J.	Winnipeg	W.
Campbell, P. R.	Truro	—	Caswill, H. A.	Winnipeg	—
Campbell, R. J.	Winnipeg	—	Caton, D. T.	Winnipeg	—
Campbell, T. D.	Ott-Pembr'ke	—	Caul, J. T.	Toronto	—
Campbell, W. J.	St. John	W. MS	Causgrave, W.	Calgary	W.
Camerano, P.	Winnipeg	—	Cave, H.	Dauphin	—
Cadigan, R. F.	Chilliwack	—	Cavanaugh, G. H.	Truro	W. 1914-15 S. and MM.
Candline, J.	Calgary	—			K. in A.
Canham, W.	Winnipeg	—	Cawdell, A.	Winnipeg	—
Canning, E. H.	Moncton	W. MM.	Cerasani, B.	Winnipeg	—
Cannon, F. T.	Ft. Rouge	W.	Cerasani, S.	Winnipeg	—
Cannon, W.	—	—	Chabot, J. M. R.	St. Claire	—
Cant, W.	Brandon	—	Chaddock, C. H.	Richmond	—
Cantin, J. E.	Edmundston	—	Chalmers, A.	Edmonton	—
Cantin, L.	Levis	—	Chalmers, W. H.	Grant	—
Caplin, C.	Quebec	—	Chambers, D. A.	Campbellton	—
Capson, J. P.	Moncton	—	Champagne, D.	Raith	—
Capson, W.	Moncton	—	Champoux, G.	Campbellton	—
Capson, W. R.	Moncton	—	Chantry, F. J.	Saskatoon	—
Carbell, A.	Regina	—	Chantry, G.	Saskatoon	—
Carbonneau, T.	Levis	—	Chaplin, A.	Winnipeg	—
Care, E.	Winnipeg	—	Chapman, E.	Pugwash	—
Carew, W. T.	Toronto	—	Chapman, E. H.	Winnipeg	—
Carey, P.	Rosedale	—	Chapman, L.	Moncton	—
Carlon, W.	Rosedale	—	Chapman, W. E.	GTruro	—
Carey, H. A.	Moncton	—	Chappell, C. A.	Moncton	—
Carleton, W. B.	Pictou	W.	Chard, N. C.	Dauphin	M.M.
Carlile, D.	Winnipeg	—	Charenko, M.	Transcona	—
Carlson, W.	Rosedale	—	Charles, A.	Winnipeg	—
Carmichael, C.	St. John	—	Charlesworth, W. H.	O'Brien	MM. MSM.
Carmody, C.	Joliette	W.	Charlton, D.	Kamloops	—
		1914-15 S.	Charlton, O. H.	Ft. William	—
Carnall, A. J.	No. Regina	W.	Charlton, O. H.	Ft. William	—
Carnegie, J.	Transcona	W.	Charlton, W. A.	N. Battleford	K. in A.
Caron, J. P.	Redditt	—	Charltre, J.	Parent	—
Carr, J.	Woodlands	—	Charmand, H.	Brandon	—
Carr, J. K.	Ft. Rouge	—	Chase, B. B.	Parry Sound	—
Carriere, D. E.	No. Bay	—	Chase, F. B.	Rosedale	—
Carriere, R. F.	Transcona	—	Chase, W. H.	Truro	W. MM.
Carroll, F. L.	Moncton	—	Cheeseman, .	Pt. Arthur	—
Carroll, G. E.	Moncton	—	Chase, R. D.	St. John	—
Carroll, J. E.	Moncton	—	Cheetham, J. E.	Neepawa	M. B. K.
Carroll, T. A.	Cochrane	G.	Cheshire, H.	Moncton	G.
Carson, C. R.	Moncton	—	Chester, T.	Moncton	—
Carson, H. W.	Pictou	MM. and B.	Chisholm, S. T.	Hanna	W.
Carter, B. P.	Toronto	W.			M.D.
Carter, E. A.	Dauphin	—	Chmilar, H.	Vermillion	—
Carter, F. McL.	Truro	—	Chobotai, M.	Piney	—
Carter, G.	Toronto	—	Christian, H. P.	Halifax	—
Carter, I. L.	Moncton	—	Christian, W. B.	Halifax	—
Carter, P. L.	Moncton	W.	Christie, J. A. H.	Humbolt	W.
Carter, R.	Winnipeg	—	Christinsen, M. A.	Camrose	—

Christopher, E.....	Transcona	_____	
Church, J. A.....	Pt. Arthur	_____	
Ciarella, D.....	Ft. Rouge	_____	
Clark, A.....	Saskatoon	_____	
Clark, B. L.....	Kamsack	_____	
		{ W.	
		{ M.D.	
Clark, H. D.....	Toronto	_____	
Clark, R.....	Winnipeg	_____	
Clark, E.....	Toronto	_____	
Clark, E.....	Ft. Rouge	_____	
Clark, E. L.....	Winnipeg	_____	
Clark, F. F.....	Toronto	_____	
		{ D.S.O. & B.	
		{ & M.D.	
Clark, G. R.....	Ottawa	_____	
Clark, S. M.....	Stellarton	_____	
Clarke, A.....	Moncton	_____	
Clarke, A. B.....	Moncton	_____	
Clarke, H.....	Halifax	_____	
Clarke, J. H.....	Truro	_____	
Clarke, L. G.....	Saskatoon	_____	
Clarke, N. H.....	Tor-Ottawa	_____	
Clarke, R. J.....	Trenton	_____	
Clarke, T. E.....	Pacific D.	_____	
Clayton, J. J.....	Dauphin	_____	
Cleal, P. E.....	Leaside	_____	
Clelland, R. J.....	Winnipeg	_____	
Clemenson, C.....	Marieapolis	_____	
		{ W.	
		{ W.	
		{ M.M.	
Clement, M.....	Oak Bluff	_____	
Clist, F.....	Quibbell	_____	
Close, A.....	Hudson Bay J.	_____	
Close, R. T.....	Rosetown	_____	
		{ W.	
Closiene, A.....	Calgary	_____	
Cloutier, I.....	Doheny	_____	
Cloutier, R.....	Quebec	_____	
Clover, R. N.....	Saskatoon	_____	
Clyde, R.....	Transcona	_____	
Coates, C. H.....	Moncton	_____	
Cobb, D.....	Transcona	_____	
Cocher, D.....	Winnipeg	_____	
Cochrane, A. E.....	Moncton	_____	
Cochrane, D.....	Moncton	_____	
		{ K. in A.	
		{ N.B.S. 1914-15S.	
Cochrane, H. E.....	Moncton	_____	
		{ W.	
Cochrane, T. M.....	Halifax	_____	
		{ D. of W.	
Cockburn, W.....	N. Battleford	_____	
Cocking, A. L.....	Dauphin	_____	
Cocks, G. W.....	Saskatoon	_____	
		{ M.M.	
Coe, F. N.....	Transcona	_____	
Coe, F. N.....	Winnipeg	_____	
Coffey, F.....	Portage	_____	
Coffin, B. D.....	Elmira	_____	
Coghlan, A. B.....	Capreol	_____	
Cogswell, S. W.....	Halifax	_____	
Colasimone, E. D.....	Calgary	_____	
Colburne, R. S.....	Graham	_____	
Cole, A. W.....	Halifax	_____	
Cole, G.....	Ft. Rouge	_____	
Cole, W. H.....	Moncton	_____	
		{ W.	
Cole, W. J.....	Graham	_____	
Cole, W. J. A.....	Parry Sd.	_____	
Coleman, C. J.....	Zimmerman	_____	
Coleman, P.....	Huronian	_____	
Coles, H. E.....	Edmundston	_____	
		{ K. in A.	
Coles, W.....	Moncton	_____	
Collet, J. A. L.....	Chaudiere Jct.	_____	
Colley, J. W.....	Ott-Pembroke	_____	
Collicut, W. N.....	_____	_____	
Collier, C.....	Moncton	_____	
Collier, R.....	Port Mann	_____	
Collins, F. C.....	Saskatoon	_____	
Collins, J.....	Ft. Rouge	_____	
		{ W.	
Collins, J. D.....	Sydney	_____	
Collins, J. L.....	Edmonton	_____	
Collins, M.....	Winnipeg	_____	
Collins, R. B.....	Moncton	_____	
Collinson, J. W.....	Winnipeg	_____	
		{ W.	
Collison, G. A.....	Transcona	_____	
Colpitts, C.....	Moncton	_____	
Colson, J. P.....	Stanley Jct.	_____	
		{ W.	
Colthard, A.....	Brandon	_____	
Coltherd, J.....	Brandon	_____	
Colville, J. McP.....	Winnipeg	_____	
		{ W.	
Colville, J. G.....	Kamsack	_____	
		{ W.	
Colwell, C. H.....	Halifax	_____	
Colwell, H.....	Moncton	_____	
Colwell, S.....	Moncton	_____	
Comeau, J. A.....	Moncton	_____	
		{ D. of W.	
Comeau, J. N.....	Moncton	_____	
Comrie, J. S.....	Westfort	_____	
Comrie, J. S.....	Westfort	_____	
Condon, W. J.....	Halifax	_____	
Condeen, L. M.....	Moncton	_____	
Congdon, J. H.....	_____	_____	
Congrave, G. J.....	Edmonton	_____	
		{ W.	
Connell, A. A.....	Campbellton	_____	
Connell, W. L.....	Moncton	_____	
Connors, F. L.....	Moncton	_____	
Connolly, A.....	_____	_____	
		{ M.M.	
Connolly, C. J.....	Pt. Arthur	_____	
Connolly, G.....	Radville	_____	
		{ W.	
Connolly, J.....	Winnipeg	_____	
Connolly, J. P.....	Halifax	_____	
		{ W. G. MC.	
Connon, J.....	Pt. Arthur	_____	
Conquest, G.....	Winnipeg	_____	
Conrad, S. A.....	Bridgewater	_____	
		{ W. M. in D.	
Conrad, W.....	Halifax	_____	
Conrad, W. H.....	Halifax	_____	
		{ G.	
Conrad, W. R.....	Pictou	_____	
		{ W.	
Convey, A.....	Winnipeg	_____	
		{ W.	
Convey, A.....	Winnipeg	_____	
		{ 1914-15 S.	
Conway, G.....	Pacific D.	_____	
Conway, J.....	Rainy River	_____	
		{ W.	
Conway, W.....	Hampton	_____	
Conway, W. L.....	Halifax	_____	
Cook, F. A.....	_____	_____	
Cook, F.....	Bridgewater	_____	
		{ W.	
Cook, H. G.....	Rosedale	_____	
Cook, J.....	_____	_____	
Cook, J. T.....	St. John	_____	
Cook, J. V.....	Toronto	_____	
		{ W.	
Cooke, A. L.....	Truro	_____	
		{ W.	
Cooke, R. J.....	Moncton	_____	
Cool, D. P.....	Moncton	_____	
Cool, J. M.....	Campbellton	_____	
Coolen, W. F.....	Halifax	_____	
		{ W.	



Cooling, C. G. .... Craik	W.	Cowan, C. .... Dist. 2/3 C.D.	—
Cooper, C. .... —	W.	Cowie, B. E. .... South Devon	—
Cooper, E. .... Winnipeg	—	Cowin, R. J. .... Cobourg	W.
Cooper, J. P. G. .... Pem-Capreol	—	Cowley, A. T. .... Pacific D.	—
Cooper, G. .... Saskatoon	W.	Cowley, W. D. .... Winnipeg	—
	1914-15 S.	Cox, A. .... Regina	—
	1914-15 S.	Cox, N. .... Pem-Ottawa	—
Cooper, W. .... Winnipeg	—	Coyne, L. .... Rainy River	W.
Cooper, W. G. G. .... Pem-Capreol	—	Crackston, T. Jr. .... Winnipeg	—
Coote, H. J. .... Humbolt	—	Cragg, S. J. .... Toronto	—
Copeland, F. W. .... Campbellton	—	Craig, F. Y. .... Nordegg	—
Copp, N. J. .... Lazard	—	Craig, H. C. .... Ott. Pembroke	—
Copplestone, J. .... Brandon	—	Craig, J. .... No. Battleford	W. & G.
Coram, F. .... Moncton	K. in A.	Craig, J. M. .... Transcona	—
Corbett, H. K. .... Campbellton	W.	Craig, P. .... Rainy River	W.
Corbett, J. P. .... West River	—	Craig V. .... Port Arthur	—
Corbin, Leon A. .... St. Leonards	—	Craig, W. H. P. .... Pacific D.	K. in A.
Corfield, A. .... Saskatoon	—	Craig, W. .... W. Lines	—
Corkery, J. .... St. John	—	Craig, W. V. .... Pacific D.	—
Corkum, E. L. .... Bridgewater	—	Craik, J. I. .... Newcastle	W.
Corkum, L. R. .... Bridgewater	B.C. de G.	Crandall, J. W. .... Moncton	K. in A.
Cormier, A. .... Moncton	—	Cranston W. J. .... Pacific D.	—
Cormier, A. .... Moncton	—		W.
Cormier, C. D. .... Moncton	—	Craven R. A. .... Kamsack	MM. & D.C.M. 1914-15 S.
Cormier, D. A. .... Moncton	—		—
Cormier, E. .... Moncton	—	Crawford, E. .... Moncton	—
Cormier, J. .... Moncton	—	Crawford, H. .... —	—
Cormier, J. D. .... Moncton	—	Creaghan, T. C. .... Hudson B. Ter.	W.
Cormier, J. E. .... Moncton	—	Creighton, L. .... Winnipeg	M.D.
Cormier, J. W. .... Moncton	—	Cremes, J. W. .... —	—
Cormier, J. Z. .... Moncton	—	Cresswell, W. .... Toronto	—
Cormier, R. J. .... Moncton	—	Cripps, H. C. Q. .... Calgary	K. in A.
Cormier, M. .... Moncton	K. in A.	Cripps, W. J. .... Moncton	K. in A.
Cornbin, J. A. E. .... St. Pierre	—	Crisfield, C. H. .... Belleville	—
Cornes, C. .... Winnipeg	—	Crittenden, J. A. .... Mulgrave	W. and G.
Cornell, H. S. .... D'Arcy Pit	—	Crittenden, J. J. .... Mulgrave	G.
Cosh, T. R. .... Brandon	—	Croarkin, M. .... Transcona	—
Costigane, A. R. .... Calgary	—	Croasdale, C. B. .... New Glasgow	—
Cotching, W. .... Ft. Frances	—	Crocker, A. R. .... Newcastle	—
Cote, C. .... Montfort Br.	—	Crocker, F. M. .... Campbellton	—
Cote, J. A. .... New Glasgow	W.	Crombie, H. A. .... Rosedale	W.
Cote, J. S. I. .... Mont. Joli	—	Crookston W. .... Winnipeg	K. in A.
Cote, M. .... Chambord Jct.	—	Cross A. L. .... Bridgewater	W.
Cotton, C. D. .... Ottawa	—	Cross G. W. .... Rainy River	W.
Couchman, E. .... Dis. 1 W. Div.	—	Crossman A. B. .... Sudbury	—
Couchy, C. A. .... Levis	G.	Crossman, A. B. .... Moncton	—
Coull, G. .... Edmonton	—	Crossman, C. R. .... Moncton	—
Couldwell, G. .... Pt. Mann	—	Crossman, C. .... Moncton	—
Couldwell, G. .... Pt. Mann	—	Crossman, H. V. .... Moncton	W. MM C. de G.
Coulson, A. .... Toronto	—		—
Court, H. R. .... W. Lines	—	Crossman, J. M. H. Albert	—
Courtois, A. .... Joliette	—	Crossman, R. .... Moncton	W.
Couser, C. E. .... Winnipeg	W.	Crossman, W. S. .... Moncton	—
Cousineau, J. .... Winnipeg	W.	Crosthwait, S. .... Winnipeg	—
Coutts, J. .... Edmonton	—	Crouse, N. .... Lunenburg	—
Coutts, N. H. .... Hawks-Mont'l	K. in A.	Crow, A. R. .... Winnipeg	—
Coutts, J. S. .... Edmonton...	—	Crow, J. H. .... Prince Albert	—
Coutois, A. .... Joliette	—	Crowdy, R. A. .... Halifax	—
Couture, G. .... Bridge	—	Crowe, E. McL. .... Truro	—
Couture, L. .... Chaudiere	—	Crowe, W. W. .... Winnipeg	—
Couture, W. .... Parent	—	Crowell, K. L. .... Truro	—
Cove, F. M. .... Moncton	—	Crowther, C. .... Ft. William	W.
Cove, N. C. .... Truro	—	Crowther, P. T. .... Levis	—
Covert, P. C. .... Bridgewater	—		—
Covert, T. H. .... Deseronto	W. & G.		—



Croxford, H. ....	Pacific D.		
Crozier, L. W. ....	St. John	M. S.	
Cudmore, G. O. ....	Canaan		
Cullan, C. H. ....	St. John		
Cullen, B. R. ....	Truro		
Culligan, H. J. ....	Campbellton		
Cumbers, W. J. ....	Winnipeg	W.	
Cummings, G. ....	Winnipeg	W.	
Cummings, D. ....	Moncton		
Cummings, M. ....	Stellarton		
Cunning, J. H. ....	Cochrane		
Curns, J. J. ....	Winnipeg	W.	
Curran, J. W. ....	Halifax		
Currie, B. ....	Parry Sd.		
Currie, F. H. ....	Charlottetown	W.	
Currie, H. L. ....	Moncton		
Currie, R. S. ....	Winnipeg	W.	
Currie, T. R. ....	Transcona		
Currie, W. ....	Kamloops		
Curry, G. C. ....	Calgary		
Curtis, A. A. ....	Rosedale		
Curtis, A. ....	Moncton		
Curtis, E. J. B. ....			
Curtis, H. W. ....	Dauphin		
Curtis, J. ....	McGivney's..		
Cuthbert, J. ....	Saskatoon		
Cuthbertson, G. ....	St. John		
Cyr, Edouard A. ....	Baker Brook		
Dagg, C. ....	Winnipeg		
Dagg, W. ....	Winnipeg		
Daigle, O. ....	Dist.2/3 C.D.		
Dallas, H. ....	W. Lines	W.	
Dalziel, N. P. ....	Toronto		
Daley, A. P. D. ....			
Daley, J. ....	Ft. William		
Daley, W. A. ....	Calgary		
Dalli, C. ....	Transcona		
Daly, G. J. ....	St. John		
Daly, J. M. ....	Moncton	W.	
Dalrymple, E. ....	Milford		
Dalzell, V. ....	Moncton		
D'Anjou, J. O. ....	Campbellton		
Dangelo L. ....	Winnipeg		
Daniel, T. ....	Lucerne		
Daniels, F. A. ....	Emerson Jct.		
Daniels, H. J. ....	Emerson Jct.	W.	
Danna, J. ....			
Dare, A. E. ....	Pr. Albert	W.	
Dare, A. R. ....			
Dare, W. ....	Pr. Albert		
Darlington, F. ....	Brandon		
Darlington, T. ....	Toronto	K. in A.	
Darroll, T. M. ....			
Darveau, J. F. A. ....	Bridge		
Dash, G. H. ....	No. Regina		
Daunt, H. ....	Pacific D.		
Davey, F. W. ....	Halifax		
Davidson, A. G. ....	Saskatoon		
Davidson, E. ....	Moncton		
Davidson, J. W. ....	Truro	D.	
Davidson, J. ....	Winnipeg		
Davidson, T.B. ....	Stellarton	D.	
Davie, W. ....	Pt. Arthur	W.	
Davies, G. ....	Winnipeg		W.
Davies, J. B. ....	Winnipeg		
Davies, R. E. ....	Paddington		
Davis, D. J. ....	Winnipeg		
Davis, G. G. ....	Pt. Arthur		
Davis, J. ....	Port Arthur		
Davis, R. E. ....	Winnipeg		W.
			M.S.M.
Davis, R. S. ....	Edmonton		
Davis, T. ....	Port. LaPrairie		
Davis, V. G. ....	Toronto		
Davidson, E. A. ....	Winnipeg	K. in A.	
Dawes, C. J. ....	Halifax	W.	
Dawson, A. ....	Winnipeg		
Dawson, D. M. ....	Winnipeg	K. in A.	
Dawson, E. ....	Winnipeg	W.	
Dawson, F. M. ....	Halifax		
Dawson, J. B. ....	St. John		
Dawson, J. C. ....	Kashabowie	W.	
Dawson, P. ....	Estevan		
Dawson, T. ....	Winnipeg		
Day, C. ....	Toronto		
Day, C. B. ....	Moncton		
Day, G. ....	Dauphin		
Day, G. ....	Halifax		
Day, S. ....	Dauphin		
Daynes, L. S. ....	Yellowhead		W.
	Pass		D.C.M.
Dean, G. ....	Winnipeg		
Deacon, A. D. ....	Cochrane	K. in A.	
Dean, K. D. ....	Stewarts		
DeBell, A. W. ....	Winnipeg		
Decoste, D. ....	Stellarton		
Decoste, W. A. ....	Stellarton		
Dee, J. S. ....	Pacific D.		
Dee, W. C. ....	Badger		
Deegan, P. J. ....	Carlisle		
DeGruchy, C. S. ....	Halifax		
Delagrave, J. ....	St. Euphemie		
Delaney, D. B. ....	Campbellton		
Delaney, H. A. ....	Edmundston		
Delaney, J. G. ....	Glenella		
Delesio, F. ....	Winnipeg		
Dellucia, V. ....	Winnipeg		
Deloughry, J. H. ....	Truro		
Delrue, J. ....	Transcona		
Demant, E. ....			
Demers, J. A. ....	Chaudiere Jct.		
Demuele, J. ....	Quebec		
Denaghy, A. W. ....	Pacific D.		
Dengate, H. D. ....	Toronto		
Denham, H. ....	No. Battleford	W. MM.	
Denker, E. ....	Malachi		
Denker, E. ....	Malachie		
Dennis, B. ....	Transcona		
Dennis, J. ....	Saskatoon		
Dennis, S. ....	Toronto		
Dennis, W. H. ....	Transcona		
Densmore, D. ....	Moncton	W.	
Dent, J. ....	Hudson Bay		W.
	Jct.		1914-15 S.
Dentry, W. ....	Codong		

Dentry, W. J.....	Neepawa	{ W.	Donahue, W. F.....	Moncton	_____
Derwa, G.....	Cochrane	{ 1914-15 S.	Donald F. C.....	Hawks-Mon.	_____
Dery, A.....	Fitzpatrick,	_____	Donald W.....	Winnipeg	_____
Desilets, R.....	Transcona	_____	Donaldson W.....	Dauphin	_____
Desjardins, L. J.....	Cochrane	_____	Doncaster, C.....	Amherst	W.
Despres, A. J. A.....	Moncton	_____	Donovan F.....	_____	_____
Despres, J. L.....	Princess Pier	_____	Donovan R.....	Sageunay D.	_____
Desrochers, L. A.....	Riv. du Loup	_____	Dooley, T. W.....	Halifax	_____
Deveau, E. L.....	Bridgewater	_____	Doran E. F.....	Winnipeg	_____
Devenny, N. S.....	North Bay	_____	Doran J. A.....	_____	_____
Devine, J. L.....	Moncton	_____	Dorion, A.....	Stellarton	_____
Devine, M. K.....	Amarant line	W.	Deantile G.....	Winnipeg	_____
Dewar, A. M.....	_____	W.	Doucett, A. E.....	Moncton	_____
		{ M.C & M.D.	Doucett, J. E.....	Petit Rocher	_____
Dewar, H. J.....	Truro	_____	Dougherty, J.....	Hearst	_____
Dewar, L. D.....	Campbellton	W. M.M.	Douglas, A. H.....	Cochrane	W. 1914-15S.
Dewis, F. C.....	P.LaPrairie	_____	Douglas, C. G.....	Moncton	_____
Dewis, V. P.....	P. LaPrairie	_____	Douglas, G. H.....	Charlottetown	_____
DeWitt, R.....	Moncton	1914-15 S.	Douglas, H. G.....	Pictou	1914-15S.
DeYoung, P. R. G.	Halifax	_____	Douglas R.....	Saskatoon	_____
Diamond, P.....	Winnipeg	_____	Doull, C. D.....	Moncton	_____
Dickie, M. M.....	Winnipeg	D. of W.	Dover W. B.....	Paddington	_____
Dickson, F.....	Vivian	_____	Dowie F. A.....	Winnipeg	_____
Dickson, G.....	Winnipeg	_____	Dowler J. H.....	Kindersley	M.M.
Dickson, J. A.....	St. John	_____	Down A. E.....	Saskatoon	{ W.
Dickerson, E. W.....	Stony Plain	W.			{ M.M. &
Diell, T.....	Winnipeg	_____			{ 1914-15 S.
Dietrich, L.....	_____	_____	Downie J.....	Saskatoon	_____
Dillon, J.....	Moose Jaw	_____	Downey, J. T.....	St. John	W. MC.
Dillworth, B.....	Dist. I W. Div.	_____	Downing, N.....	St. John	_____
Dingwall, F. E.....	P.E.I. Ry.	_____	Doyle, E.....	Moncton	_____
Dion, P.....	Notaway	_____	Doyle, J. J.....	New Glasgow	_____
Dionne, J. E. A.....	Chaudiere, Jct.	_____	Doyle R.....	_____	_____
Dionne, J. J.....	Riv. du Loup	_____	Doyle, W. L.....	Halifax	_____
Dionne, J. P. H.....	Dessaint	_____	Drake P.....	Pacific D.	_____
Disney, C. P.....	Moncton	_____	Drake, S.....	Halifax	W. MM.
Dive, T. P.....	Winnipeg	_____	Draper A. C.....	Toronto	_____
Diver, V.....	_____	_____	Draper I.....	Rainy River	K. in A.
Dixon, A. B.....	Campbellton	_____	Draper V. J.....	Parry Sound	_____
Dixon, E.....	Winnipeg	_____	Drew, H. F.....	Charlottetown	_____
Dixon, E. B.....	_____	_____	Drinkail A.....	Radville	_____
Dixon, H. A.....	Sackville	_____	Drinkwater, B.F.B.	Cochrane	_____
Dixon, M. C.....	Moncton	W.	Driscoll, D. L.....	Halifax	_____
Dixon, R. F. J.....	Toronto	_____	Driver J. F.....	Winnipeg	M.M.
Dixon, W. H.....	Winnipeg	_____	Driver N. E.....	_____	_____
Dixon, J. F.....	Cardale	_____	Dryden, C. C.....	Moncton	_____
Dixon, T.....	Toronto	_____	Dryden, E.....	Moncton	D.
Dobson, E. W.....	Dist. 2/3 C.D.	_____	Dube, Evariste.....	Riv. du Loup	_____
Dobson, R. F.....	No. Battleford	_____	Dube R.....	Tudhope	_____
Dobson, W. C.....	Pictou	_____	Dube, Raoul.....	Tudhope	_____
Dobson W. J.....	Prince Albert	_____	Duhlin, F.....	Transcona	_____
Dodds J. E.....	Rainy River	W.	Duckworth W.....	Saskatoon	_____
Doherty, E. J. O.....	Moncton	{ W.	Duff A. E.....	Winnipeg	W.
		{ R.O.St.G.	Duff, E.....	Moncton	_____
Doherty J.....	Lucerne	K.	Duff, E. C.....	Mulgrave	_____
Doherty, R. M.....	Transcona	_____	Duff G. G. A.....	Winnipeg	_____
Doige, T. P.....	Moncton	1914-15S.	Duff, L. S.....	Moncton	_____
Doiron, A.....	Ch'town	1914-15S.	Duffield, A. H.....	Transcona	_____
Doiron J. E.....	Campbellton	W.	Duffy R.....	Winnipeg	_____
Doiron, J. E.....	Matapedia	_____	Dugdale E. A.....	Winnipeg	_____
Dolphin H.....	Prince Albert	W.	Duggan A.....	Limoilou	D. of W.
Domenico D.....	Trenton	W.	Duggan P. J.....	Carlyle	_____
			Duke C. H.....	Saskatoon	_____

Duke J.....	Dist.2/3 C.D.	_____	Eccles J.....	Gladstone	W.
Dumas, J. A. L.....	Riv. du Loup	_____	Eddie W.....	Winnipeg	_____
Dunaway F. A.....	Vermillion	_____	Edey, W. B.....	Cochrane	_____
Dunaway L. G.....	Vegreville	_____	Edgar, G. E.....	Halifax	_____
Dunbar, R. P.....	Moncton	_____	Edgar T.....	Winnipeg	_____
Dunbar, S. R.....	Stellarton	_____	Edgar W.....	Saskatoon	K. in A.
Duncan A.....	Winnipeg	_____	Edgett, F. C.....	Moncton	W. & G.
Duncan, A. ....	Transcona	_____	Edmundston, W.....	Moncton	K. in A.
Duncan B. S.....	Winnipeg	_____	Edward J. E.....	Brazeau	W.
Duncan, D. C. W.....	Campbellton { W., D.C.M.	_____	Edwards B.....	Winnipeg	_____
	M.M.	_____	Edwards C.....	Winnipeg	_____
Duncan, G. A.....	Chatham	_____	Edwards, H. E.....	Halifax	_____
Duncan, J. T.....	Campbellton	_____	Edwards, J. L.....	Transcona	_____
Duncan, J. T.....	St. John	_____	Edwards, S.....	Transcona	_____
Duncan R.....	Winnipeg	_____	Edwards, T.....	Transcona	W., G.S.M.
Ducharme, J. A.....	Edmundston	_____	Edwards W.....	Regina	_____
Ducharme, R.....	Parent	_____	Edwards W. J.....	N. Regina	1915 S.
Duchesneau, A.....	Quebec	_____	Edwards W. W.....	Winnipeg	_____
Dundas, D.....	Raith	_____	Edworthy H.....	Brandon	W.
Dunham, R.....	Moncton	_____	Eetter, R. C.....	Aulac	_____
Dunlap, A. L.....	Moncton	W. 1914-155.	Eikren W.....	Dist.2/3 C.D.	_____
Dunlop, J. A.....	St. John	1914-15 S.	Eisner, H. P.....	Halifax	_____
Dunlop N. C.....	Dauphin	W.	Elcombe C.....	Winnipeg	_____
Dunlop S. Y. R.....	Winnipeg	_____	Elcombe F. P.....	Winnipeg	_____
Dunn A. F.....	Edmonton	_____	Elley G.....	Brandon	_____
Dunn C. E.....	Parry Sound	_____	Elmer S.....	Winnipeg	_____
Dunn G.....	Ardenode	_____	Elliot, G.....	Moncton	_____
Dunn, G. T.....	Cochrane	_____	Elliott G. R.....	Russell	_____
Dunn, H. S.....	New Glasgow	_____	Elliott P.....	Toronto	_____
Dunn, J. C.....	Cochrane	_____	Elliott R. P.....	Pacific D.	_____
Dunn J.....	Winnipeg	_____	Elliott, T. L.....	Moncton	_____
Dunnetto W. A.....	Toronto	_____	Elliotts H. L.....	Cherrywood	_____
Dunscath R. A.....	Winnipeg	_____	Ells, C. E.....	Halifax	_____
Dunsford J. A.....	Pt. Arthur	_____	Ellis, H.....	Transcona	_____
Dupere, A.....	Grand Falls	_____	Ellis, J.....	Graham	D. of W.
Dupont, J. A.....	Bridge	_____	Ellis J. W.....	Winnipeg	_____
Duprey, F. S.....	Halifax	_____	Ellis, R. McH.....	Truro	W.
Dupuis, N.....	Uniacke	_____	Elis V. T.....	Pacific D.	_____
Durham F.....	Edmonton	_____	Elmes S.....	Winnipeg	K. in A.
Duscheneau J.....	_____	_____	Embree, H.....	Sydney	_____
During, V. B.....	Halifax	_____	Embury W. E. B.....	Brandon S.	_____
Dussault, J. L. A.....	Chaudiere, Jct.	_____	Emmerson, W. G.....	Edmundston	_____
Dutil E.....	Saguenay D.	_____	Englehart, F. F.....	Montreal	_____
Dutil W.....	Saguenay D.	_____	Englehart, J. A.....	Campbellton	_____
Duval, J. A.....	Pelletier	_____	English, S.....	Transcona	W.
Duval, J. L. J.....	Monk	_____	English S.....	W. Lines	W.
Dwyer, C. C.....	Truro	_____	English W. F.....	Toronto	W.
Dwyer F.....	Ottawa	_____	Ennis, E. J.....	Halifax	G.
Duxbury, W. E.....	Moncton	_____	Ernst S. G.....	Bridgewater	_____
Dye A. C.....	_____	_____	Erratt, H. L.....	Transcona	_____
Dyer C.....	Dist.2/3 C.D.	_____	Erskine G. G.....	Winnipeg	W.
Dyer J. C.....	Toronto	_____	Erving, J.....	Halifax	_____
Dyer P. C.....	Brandon	_____	Esau, A. H.....	Moncton	_____
Dykeman, J. B.....	Moncton	_____	Escudie' G.....	Pt. Arthur	_____
Dykes W. L.....	Winnipeg	_____	Eskert H. T.....	Atikokan	_____
Dyment, W. J.....	Moncton	_____	Esslemont, G.....	Transcona	K. in A.
Earle E. A.....	Pacific D.	_____	Esling, T. W.....	New Glasgow	_____
Early J. A.....	Dist.1 W.D.	_____	Esson, A. McE.....	Gibson	W.
East G.....	Edmonton	_____	Esson, G.....	Transcona	_____
Easton H.....	Edmonton	_____	Esson J. R.....	Pt. Mann	_____
Easton L. I.....	Winnipeg	M.C.	Etherden S.....	Winnipeg	_____
Easy H.....	Winnipeg	_____	Evans' A.....	Pt. Arthur	_____
Eccles J.....	Dauphin	W.	Evans' A. E.....	Winnipeg	G.

Evans A. H.	Rainy River	—	—
Evans A. M.	Rainy River	—	—
Evans C. W.	Winnipeg	—	—
Evans G.	Saskatoon	W.	—
Evans J.	Westfort	—	—
Evans L.	W. Lines	—	—
Evans M.	Toronto	—	—
Evans, W. A.	St. John	M.M.	—
Evans W. J.	Rainy River	W.	—
Everett R.	—	—	—
Evers F. C.	Humbolt	W.	—
—	—	MM & DCM	—
Ewan T. J.	Yarmouth	—	—
Exelby, R. T.	Cochrane	—	—
Eyden F. S.	Winnipeg	K. in A.	—
Eyres T.	Winnipeg	—	—
Fagan F.	Winnipeg	—	—
Fahie, C.	Halifax	—	—
Fahy, W. J.	Chaudiere Jct.	—	—
Fairley, J.	Transcona	W.	—
Farrel F.	—	—	—
Farrell, J. W.	Halifax	—	—
Farrell W. J.	Neepawa	—	—
Farrar M.	Winnipeg	—	—
Farrington P.	Winnipeg	W.	—
Farrow J.	—	—	—
Farquaharson, D.	Transcona	K. in A.	—
Farquharson P.	Dist. 2/3 C.D.	—	—
Fawcett R.	—	—	—
Fawell, W. E.	Graham	—	—
Fay, J. F.	Transcona	—	—
Fay S. R.	Winnipeg	—	—
Fear E.	Toronto	—	—
Featherstone J. V.	—	—	—
Fee D. D.	Winnipeg	W.	—
Feener, J. K.	Halifax	—	—
Feldkirchner R.G.	Baudette	—	—
Felix J.	—	—	—
Fellows S.	Winnipeg	—	—
Felmore H. W. F.	Shellbrook	—	—
Fenety E.	Dist. 2/3 C.D.	—	—
Fenwick F. E.	Winnipeg	—	—
Ferguson, A. D.	Moncton	—	—
Ferguson, D. J.	Sydney	—	—
Ferguson, E. C.	Moncton	—	—
Ferguson F.	Calgary	—	—
Ferguson, F.	Moncton	—	—
Ferguson, G.	Sydney	—	—
Ferguson, J.	Montreal	—	—
Ferguson, J.	Moncton	W. MM	—
Ferguson, J.	Moncton	—	—
Ferguson, J.	Transcona	—	—
Ferguson, J. W.	Halifax	—	—
Ferguson P. C.	Winnipeg	—	—
Ferguson, R.	Cochrane	—	—
Ferguson W.	Winnipeg	—	—
Fernie F.	—	—	—
Ferrar M. D.	Winnipeg	—	—
Ferris, J. A.	St. John	—	—
Field A. R.	Kamloops	—	—
Fields, A. D.	Truro	—	—
Fillmore, M. R.	Stellarton	W., 1914-15	—
Fillmore H. W. F.	Shellbrook	—	—
Fife D. R.	Winnipeg	—	—
Finch F. J.	Winnipeg	—	—
Finlay, D. M.	Transcona	—	—
Finlay, H. A.	Stellarton	—	—
Finlay J.	Toronto	W.	—
Finlayson, H.	Truro	—	—
Finn J. F.	Minotnas	—	—
Finnigan G. E.	Pictou	W. & G.	—
Finnemore C.	Winnipeg	—	—
Firhy H.	Winnipeg	—	—
Firlotte, S. W.	Campbellton	—	—
Fiset, E.	Rimouski	—	—
Fisher, C. E.	Moncton	—	—
Fisher D.	Dauphin	W.	—
—	—	M.M.	—
Fisher, J. W.	Halifax	—	—
Fisher, H. O.	Maccan	—	—
Fisher, J. R.	Halifax	—	—
Fisher J. S.	Winnipeg	—	—
Firkins J.	Kamloops	—	—
Fitter F. J.	Winnipeg	W.	—
Fitzgerald, T. G.	Cochrane	G.	—
Firzpatrick E. E.	Roblin	—	—
Fitzpatrick, P.	Cochrane	—	—
Fitzsimmons G. E.	Lunenburg	—	—
Fitzsimmons, Jos.	Moncton	—	—
Flann E.	Boston Bar	—	—
Flann J. W.	—	—	—
Flannery, J. H.	Moncton	—	—
Flekke A.	Boston Bar	—	—
Fletcher C. J. J.	Winnipeg	W.	—
—	—	M.M. & M.D.	—
Flett, F. P.	Campbellton	—	—
Florence D. G.	Winnipeg	—	—
Flowers P. F.	Edmonton	—	—
Floyd, E. A.	Moncton	—	—
Floyd, H. J.	Halifax	—	—
Flynn S. T.	Edmonton	W.	—
Fogarty, F. R.	Moncton	—	—
Foley, G. C.	St. John	W., 1914-15	—
—	—	D.C.M.	—
Foley, H. B.	Campbellton	—	—
Foley J. E.	McConnell	—	—
Foley, M. J.	Riversdale	—	—
Foley W. J.	Rainy River	—	—
Foley, W. P.	St. John	—	—
Folkins, O. T.	Cochrane	W.	—
Fontaine, P. E.	Levis	—	—
Foot A. C.	Winnipeg	—	—
Foote, C. L.	Truro	—	—
Foster W.	P. LaPrairie	—	—
Foran, M. F.	Moncton	—	—
Forbes D. J.	Edmonton	—	—
Forbes G.	Pacific D.	—	—
Forbes I.	Winnipeg	—	—
Forbes, J. W.	Moncton	—	—
Ford I.	—	—	—
Ford G.	Winnipeg	—	—
Ford, R. E.	Moncton	W.	—
Foreman S.	Winnipeg	W.	—
Forest, W. P.	Moncton	—	—
Forgan D. R.	—	—	—



Forrest H. ....	Winnipeg	—	Freeman, P. ....	—	
Forrester C. C. ....	Winnipeg	—	French, R. L. ....	Ott-Pembroke	—
Forse, B. R. ....	Moncton	—	French, S. T. ....	Winnipeg	—
Forster A. ....	Winnipeg	—	French E. W. ....	Winnipeg	—
Fortier, H. O. ....	Halifax	—	French W. ....	Winnipeg	—
Fortier, J. L. ....	Chaudiere Jct.	—	Frenette E. J. ....	—	G.
Fortin, L. J. ....	Levis	—	Frenette W. E. ....	Rainy River	—
Foster G. ....	Winnipeg	—	Freistedt J. ....	Humbolt	—
Foster, G. A. ....	Transcona	—	Freeze F. B. ....	Kamsack	—
Foster H. ....	Dauphin	—	Friars, R. W. ....	Bridgeville	—
Foster, H. M. ....	Halifax	—	Friend W. ....	Winnipeg	—
Foster H. ....	Winnipeg	—	Fritze W. ....	Limolou	—
Foster, H. A. ....	Kamsack	—	Fry J. ....	Winnipeg	—
Foster, P. W. ....	Winnipeg	—	Fryer E. ....	—	—
Foster, R. ....	Transcona	—	Fryer, E. D. ....	Transcona	—
Foster, W. B. ....	Joliette	—	Fulford R. ....	Winnipeg	—
Fougere, H. J. ....	Stellarton	—	Fullbrook W. E. ....	Rosthern	W.
Foulger, E. ....	Rainy River	—	Fuller, A. E. ....	Transcona	G.
Foulkes, D. ....	Winnipeg	—	Fuller, C. J. ....	Transcona	W.
Foulkes, W. E. ....	Winnipeg	—	Fuller, H. A. ....	Cochrane	—
Fournier, W. ....	Edmundston	—	Fuller, L. G. ....	Transcona	—
Foustone, W. ....	Transcona	—	Fulmer, C. D. ....	Graham	—
Fowler, V. C. ....	Moncton	W.	Fures P. ....	Winnipeg	—
Fowlie, R. W. ....	Rainy River	W.	Furlotte, J. W. ....	Moncton	—
Fowler, W. L. ....	Moncton	D.	Furlotte, M. W. ....	Moncton	—
Fowls, J. McQ. ....	Transcona	G.S.M.	Furze, W. R. ....	Moncton	—
Fowlow, A. ....	Kipling	—	Gabourel, A. A. ....	Halifax	W.
Fownes, A. D. ....	Moncton	—	Gaffil K. ....	Winnipeg	—
Fownes, F. J. ....	Moncton	—	Gaffney, J. ....	Cochrane	—
Fox, C. J. ....	Pacific D.	—	Gaffney T. ....	—	—
Fox, S. ....	Winnipeg	—	Gage, W. E. ....	Transcona	D. of W.
Fragasso, J. ....	Winnipeg	—	Gagnon J. ....	St. Boniface	—
Frain, S. ....	Lampman	—	Gagne, N. ....	Quebec	—
Fram, D. ....	Moncton	—	Gagne, P. ....	Edmundston	—
Francis, G. W. ....	Transcona	—	Gagnon, J. A. ....	Mont Joli	—
Francis, H. J. ....	Transcona	—	Gahagan B. M. ....	Winnipeg	—
Francis, P. ....	Moncton	G.	Galipeau, A. ....	Graham	—
Francis, R. ....	Tyrone	W.	Galway J. C. ....	Tor-Ottawa	—
Francis, W. ....	Stellarton	—	Gallagher, F. J. ....	Moncton	W.
Francis, W. C. ....	Derby Jct.	—	Gallant, J. S. ....	Campbellton	—
Frame, J. ....	Winnipeg	—	Galliah, J. M. D. ....	Newcastle	—
Fraser, A. ....	Winnipeg	—	Gallie, P. J. ....	Campbellton	—
Fraser, A. ....	Stellarton	—	Galloway, W. H. ....	Chatham	—
Fraser, C. ....	Stellarton	—	Garnache, L. J. R. ....	Mont Joli	—
Fraser, D. A. ....	Winnipeg	—	Gane E. J. ....	Prince Albert	—
Fraser, E. G. ....	Edmonton	—	Ganer S. ....	Dist. 2/3 C.D.	—
Fraser, G. ....	Dauphin	1914-15 S.	Ganton J. F. ....	Rainy River	—
Fraser, J. ....	Toronto	W.	Ganton H. B. ....	Toronto	—
Fraser, J. B. ....	—	—	Gardiner A. C. ....	Winnipeg	—
Fraser, I. D. ....	Truro	—	Gardiner D. ....	Winnipeg	W.
Fraser, J. F. ....	Moncton Div.	G.	Gardiner, G. W. ....	Moncton	—
Fraser, M. ....	N. Battleford	—	Gardiner J. ....	Regina	—
Fraser, S. C. ....	Moncton	—	Gardiner, J. B. ....	Cochrane	—
Fraser, T. D. ....	Stellarton	—	Gardiner, N. E. ....	Transcona	W.
Fraser, W. ....	Winnipeg	—	Gardiner W. H. ....	Edmonton	—
Fraser, W. S. ....	Stellarton	—	Garland, A. A. ....	Moncton	—
Fraslick, L. ....	Pacific D.	—	Garland, H. A. ....	Moncton	—
Frederickson, V. ....	Humbolt	—	Garlick F. A. ....	Pacific D.	—
Freeman, F. T. ....	Bridgewater	W.	Garneau, J. E. A. ....	Chaudiere Jct.	—
Freeman, F. ....	Pt. Arthur	W.	Garner, V. E. ....	Transcona	—
Freeman, H. J. ....	Halifax	—	Garner, W. ....	Transcona	—
Freeman, J. R. ....	Moncton	—	Garnett, K. P. ....	St. John	—
Freeman, J. W. ....	Halifax	—	Garrett G. A. ....	—	—



Garraway P.....	Winnipeg	_____	
Gaskin, C. W.....	Moncton	_____	K. in A.
Gaskin, E. B.....	Moncton	_____	
Gasler, C. H. P.....	Halifax	_____	
Gasper, J. R.....	Amherst	_____	
Gasper, P. J.....	Winnipeg	_____	
Gatteridge H.....	Pacific D.	_____	
Gauci, G.....	Transcona	_____	
Gaudet, A. H.....	Moncton	_____	
Gaudet, S. P.....	Halifax	_____	
Gaul A. J.....	Brazeau	_____	
Gautreau, J. E.....	Moncton	_____	
Gauthier H.....	Winnipeg	_____	
Gauthreau, J.....	Moncton	_____	
Gautwick C.....	Chicago	_____	
Gauvin, A. G.....	Moncton	_____	
Gauvin, H. J.....	Moncton	_____	
Gauvin, J. A.....	Moncton	_____	
Gauvin, N.....	Moncton	_____	
Gavin W.....	N. Battleford	_____	
Gazeley, G.....	Truro	_____	W. 1914-15 S. D.C.M.
Gayfer A. J.....	W. Lines	_____	
Geddes, A. S.....	Moncton	_____	
Geddes L.....	Rainy River	_____	K. in A.
Geddes, R. Y.....	Truro	_____	W.
Gehrke W.....	Winnipeg	_____	
Geldart, A.....	Moncton	_____	
Geldart, Bliss.....	Moncton	_____	
Geldart, O.....	Moncton	_____	
Geldart, H. D.....	St. John	_____	
Genders, J.....	Milford	_____	
Genise J.....	Toronto	_____	
Gentles A. S.....	Halifax	_____	
George, G. M.....	Cochrane	_____	
George T.....	Chilliwack	_____	
George W.....	Calgary	_____	
Gerangle F.....	Pt. Arthur	_____	
Gere R. H.....	Pacific D.	_____	
Gergen R. W.....	_____	_____	
Germain, E. C.....	New Glasgow	_____	
Germain, J. U.....	Campbellton	_____	
Germain S.....	Prouleville	_____	
Gerrard P. R.....	Pt. Arthur	_____	
Gervais A. L.....	Winnipeg	_____	
Gervais, H.....	Parent	_____	
Gervais, L. P.....	Riv. du Loup	_____	
Giardetti N.....	_____	_____	
Gibb G.....	_____	_____	
Gibb J.....	Pt. Arthur	_____	
Gibbons A.....	Winnipeg	_____	
Gibbons W. F.....	Winnipeg	_____	
Gibson, B. O.....	Moncton	_____	
Gibson R. H.....	Winnipeg	_____	W.
Gibson S.....	Winnipeg	_____	M.M.
Gibson C. E.....	Rosburn	_____	W.
Gibson, W. E.....	Transcona	_____	
Giddings T. A.....	Winnipeg	_____	
Giguere J. A.....	Big Valley	_____	
Gilbert D. P.....	Toronto	_____	
Gilchrist A.....	Lampman	_____	
Giles A.....	Winnipeg	_____	
Giles, E.....	Newcastle	_____	
Giles, R. S.....	Truro	_____	
Gilker, J. L.....	Campbellton	_____	
Gill, F. C.....	Pt. Arthur	_____	W.
Gill, J. J.....	Calgary	_____	W. M.M.
Gill, J. W.....	Transcona	_____	
Gillespie C.....	Winnipeg	_____	
Gillespie, E. G.....	Moncton	_____	
Gillespie, F. H.....	Moncton	_____	
Gillespie, J. F.....	Moncton	_____	
Gillespie, W. G.....	Charlottetown	_____	
Gillett A.....	Winnipeg	_____	
Gillies A.....	Winnipeg	_____	
Gillies G. H.....	Winnipeg	_____	
Gillingham F. S.....	Winnipeg	_____	W.
Gillingwater E. J.....	Winnipeg	_____	
Gillingwater T. W.....	Winnipeg	_____	
Gillis, A. E.....	Sackville	_____	W.
Gillis, D. J.....	Sydney	_____	
Gillis M. W.....	James River	_____	
Gillis, W. A.....	Charlottetown	_____	
Gillmor P.....	Pr. Albert	_____	M.S.M.
Gilmore D. C.....	Winnipeg	_____	M.D.
Gilmore R.....	Winnipeg	_____	
Gilmour J.....	Winnipeg	_____	
Gilmour, J.....	Transcona	_____	
Gilmour E.....	_____	_____	
Gilmour, K.....	Moncton	_____	
Gilmour M.....	Swanson Tank	_____	
Gilruth H.....	Toronto	_____	
Gingras, J. E. L. P.....	Chaudiere Jct.	_____	
Ginn W.....	Toronto	_____	W.
Girard, G.....	Chaudiere Jct.	_____	
Girdwood E. R.....	Pacific D.	_____	
Girard R.....	Winnipeg	_____	
Girling F. R.....	Winnipeg	_____	1914-15 S.
Girouard, G.....	Moncton	_____	K. in A.
Girouard, H. J. B.....	Moncton	_____	
Girvan J. B.....	N. Battleford	_____	
Gladwin, A. J.....	Halifax	_____	
Glencross, P. F.....	Moncton	_____	
Glover, J. W.....	Moncton	_____	
Goddard H. E.....	Winnipeg	_____	
Goddard, R.....	Transcona	_____	
Godfrey G.....	Winnipeg	_____	
Godfrey T.....	Woodworth	_____	W.
Godwin C.....	Rainy River	_____	K. in A.
Goedbloed R.....	Neepawa	_____	
Gogan, H.....	Elgin & Havelock	_____	
Goguen, A. J.....	Moncton	_____	
Goguen F. E.....	Moncton	_____	
Goguen, R.....	Moncton	_____	
Goldthwaite E. F.....	Edmonton	_____	
Golightly J. O.....	Brandon	_____	
Good, H.....	Moncton	_____	
Goodman A. W.....	Rosedale	_____	
Goodman, E. S.....	Cochrane	_____	
Goodman G. P.....	Winnipeg	_____	W. 1914-15 S.
Goodmansen, O. W.....	Moncton	_____	
Goodwin, J. A.....	Moncton	_____	W.
Gordon A. C.....	Paddington	_____	
Gordon, A. P.....	Transcona	_____	D.

Gordon, D. W.	Stellarton	1914-15S.	
Gordon, J. F.	Charlottetown	1914-15S.	
Gordon, K.	Moncton	W.	
Gordon, L.	Winnipeg	W.	
Gordon, T.	Pacific D.		
Gordon, W. C.			
Gore, W. H.	Dist. 2/3 C.D.		
Goreman, H.	Winnipeg		
Gorham, C. A.	Rainy River	W.	
Gorman, M.	Halifax		
Gosling, W.	Winnipeg		
Gossel, A. M.	Winnipeg		
Gosselin, J. A.	Levis		
Gotham, C. E.			
Gottberg, H.	Big Valley		
Gough, D. C.	Newcastle		
Gough, D. C.	Pacific D.	1914-15 S.	
		M.C.&M.D.	
Gough, J.	Dauphin		
Goulet, J. A. M.	Transcona		
Goulet, J. E.	Quebec		
Gould, L. E.	Moncton		
Gourley, C. A.	Moncton		
Gow, J.	Edmonton		
Grab, L. L.	Transcona		
Grabetsky, J.	Tadmore		
Graffo, A.	Winnipeg		
Granger, P.	Sydney		
Graham, D. A.	New Westm'str		
Graham, D. S.	Saskatoon	M.D.	
Graham, D. K.	Campbellton	M.S.M.	
Graham, E.	Campbellton	K. in A.	
Graham, G. M.	Pacific D.		
Graham, H.	Graham		
Graham, J.	Transcona		
Graham, M.	Pt. Arthur		
Graham, N.	Pt. Arthur		
Graham, R. B.	Newcastle		
Graham, S.	Toronto		
Graham, T. M.	Pt. Arthur	W. & G.	
Graham, W. R.			
Grant, A. H.	Camross		
Grant, H. K.	Edmundston		
Grant, J. C.	Toronto		
Grant, J. N.	Truro		
Grant, J. E.	Truro	W.	
Grant, P. A.	Toronto		
Grant, W.	Pt. Arthur		
Grant, W. J.	St. John	W., 1914-15S.	
Grant, W. H.	James River		
Graveney, W. R.	Pacific D.	K. in A.	
Graves, F. L.	Moncton		
Graves, H. V.	Moncton		
Gray, A.	Winnipeg		
Gray, A.	Winnipeg	W.	
		M.M.	
Gray, A. S.	Halifax		
Gray, H.	Brandon	W.	
Gray, G. H.	Transcona	W.	
Gray, Harry.	Moncton		
Gray, H. D.	Transcona		
Gray, H. W.	Moncton		
Gray, J. C.	Winnipeg		
Gray, P. L.	Moncton		
Gray, S. W.	Westville		
Grayson, G. L.	Dauphin		
Gregory, J.	Winnipeg	W.	
Gregory, J.	Transcona		
Green, A.	Winnipeg		
Green, A. R.	Melfort	W.	
		1914-15 S.	
Green, E. J.	Winnipeg	W.	
Green, M. G.	Stellarton		
Green, O. J.	Toronto		
Green, R. W.	Winnipeg		
Green, W. H.	Athol	K. in A.	
Greengrass, E. J.	Winnipeg	W.	
Greening, F.	Brandon		
Greening, L.	Pr. Albert	W.	
Greenizan, S.	Kamsack		
Greenman, C. C.	Halifax		
Greenough, G. R.	Truro		
Greenwood, C. A.	Sydney		
Greenwood, E. H. D.	Ottawa		
Greenwood, H.	Tor-Ottawa		
Greenwood, H. S.	Toronto		
Greer, A.	Winnipeg		
Greer, C. F.	Moncton		
Greer, G. P.	Sioux Lookout	W. & G.	
		M.M.	
		M.C.&B.	
		1914-15S.	
Greetham, F. H.	Winnipeg		
Gregory, J.	Winnipeg		
Green, J.	Rhein	W.	
Gridley, J. H.			
Green, W.	Transcona	W. & G.	
Griffith, H. B.	Winnipeg		
Griffith, H. G.	Pacific D.		
Griffin, L.	Halifax		
Griffin, T.			
Grigg, C. F.	Hanna	W.	
		1914-15 S.	
Grimes, J.	Winnipeg	W.	
Gritchen, P.	Kamsack		
Grobb, L.	Winnipeg		
Groffe, H.	Winnipeg		
Gross, C. L.	Moncton		
Gruchy, G.	Brandon		
Grumbo, G.	Baudette		
Grundy, S.	Pt. Arthur	K. in A.	
Gruse, E. W.	Radville		
Grute, G.	Winnipeg		
Grute, G. T.	Winnipeg	W.	
Guay, J. A.	Chaudiere Jct.		
Guernsey, G. F.	Big Valley		
Guilbault, C.	Winnipeg		
Guild, W.	Edmonton		
Guinan, L.	Halifax		
Gunn, A. S.	Moncton	M. C.	
Gunn, E. R.	Winnipeg		
Gunn, F. C.	Moncton	D. of W.	
Gunn, H. C.	New Glasgow		
Gunn, Peter.	Transcona	W.	
Gunn, W. W.	Moncton		
Gunning, J.	Humbolt		

Guthreau, E. D....	Stellarton	_____	Handyside, H....	Joliette	{ W.
Guthrie, E. E....	Toronto	_____	Hanna, W.....	_____	{ MM. DCM
Guthrie, G.....	Pacific D.	_____	Hannah, R.....	Moncton	W.
Guy, W. H.....	Winnipeg	_____	Hannan, E. C....	Rainy River	W. & G.
Hadfield, T.....	Winnipeg	_____			1914-15 S.
Hadwell, G.....	Saskatoon	_____	Hampton, J. H....	Moncton	_____
Hadwell, W.....	Saskatoon	_____	Hannan, W. T....	Rainy River	G.
Hagen, A. J.....	Dartmouth	_____	Hannigan, F. J....	Moncton	W., D.C.M.
Hagans, R. J.....	Limoilou	1914-15 S.	Hannington, C. F.	Pacific D.	_____
Haggerty, P.....	Dwyer Hill	W.	Hansen, F. B....	Dauphin	W.
Haggarty, W. P....	Kamloops	W.	Hanson, B. L....	Fredericton	W.
Haggerty, W.....	Dauphin	_____	Hanson, H.....	_____	_____
Haig, A.....	Transcona	_____	Hanson, H. M....	Sunbury	K. in A.
Haigh, C.....	Prince Albert	1914-15 S.	Hanson, I.....	Transcona	_____
Haight, J.....	Toronto	W.	Hanson, O. A....	Dauphin	_____
Haight, J. C.....	Pacific D.	_____	Hanson, S.....	Moncton	_____
Haines, F.....	_____	_____	Hardie, W. H....	Winnipeg	1914-15 S.
Hainsworth, A....	Humbolt	_____	Harding, F.....	Transcona	D. of W.
Haire, J.....	Carlyle	_____	Harding, G. R....	Pacific D.	_____
Haire, F.....	Winnipeg	_____	Harding, P.....	Transcona	_____
Haley, A. B.....	Moncton	_____	Hardy, F. A.....	Halifax	_____
Haley, D.....	The Pas	W.	Hardy, J. S.....	Regina	_____
Haley, E. B.....	Moncton	_____	Hardy, R. B....	Toronto	_____
Halford, W. E....	Winnipeg	_____	Hardy, W. L....	Winnipeg	_____
Hall, A.....	Pt. Arthur	_____	Hare, D. S.....	Winnipeg	_____
Hall, C.....	Humbolt	W.	Harley, C.....	Winnipeg	_____
		1914-15 S.	Harley, W. G....	Winnipeg	_____
Hall, E. M.....	Brandon	_____	Harmer, H.....	_____	_____
Hall, H. L.....	Rainy River	_____	Harold, A.....	Emerson Jct.	_____
		W.	Harper, F.....	Neepawa	W.
Hall, I. C.....	Toronto	{ M.C. & B.	Harpley, T.....	Toronto	W.
		M.D.	Harpur, W. J. J..	Ft. William	W.
Hall, J. L.....	Leaside	_____	Harrington, J. R..	St. John	_____
Hall, K.....	W. Lines	W.	Harris, C.....	Hudson Bay J.	_____
Hall, J.....	Port Mann	_____	Harris, C. D....	Moncton	_____
Hall, T. F. A....	_____	_____	Harris, C. H....	Edmonton	{ W.
Halle, J. E.....	Levis	_____			M.S.M.
Hallgrath, L.....	Saskatoon	_____	Harris, E. E.....	Toronto	_____
Halliday, A. H....	Halifax	_____	Harris, E. H....	Edmonton	_____
Halliday, D. S....	Stellarton	_____	Harris, F. W....	Transcona	_____
Hallisey, J. F....	_____	_____	Harris, J. A....	Moncton	D. of W.
Halliman, O. S....	Ft. William	_____	Harris, R. W....	Winnipeg	_____
Hamblin, W. E....	Calgary	W.	Harris, W. G....	Sydney	_____
		D.C.M.	Harrison, E.....	Winnipeg	_____
Hamel, J. C.....	Quebec	_____	Harrison, J. A....	St. John	G.
Hamer, T. P.....	Winnipeg	W.	Harrison, M. C....	Munson	_____
Hamilton, C. E....	Truro	_____	Harrison, T. E....	Rosedale	_____
Hamilton, H.....	Lucerne	_____	Harrison, W. L....	Winnipeg	_____
Hamilton, H. F....	Pt. Arthur	_____	Harrower, G....	Winnipeg	_____
Hamilton, J. H....	Toronto	_____	Hart A.....	Pacific D.	_____
Hamilton, J. E....	Winnipeg	_____	Hart E.....	Carlyle	_____
Hamilton, H. R....	Pacific D.	K. in A.	Hart, W. B....	Pt. Tupper	_____
Hamilton, R. L....	Rainy River	K. in A.	Hartling, G. H....	Halifax	_____
Hamilton, S. A....	Toronto	_____	Hartlen, C. F....	Halifax	_____
Hamlet, N. G....	Toronto	_____	Hartnett, E. J....	Toronto	_____
Hamlin, L. B....	Toronto	K. in A.	Hartry, F. L....	Sioux Lookout	_____
Hamlin, W. C....	Calgary	_____	Haruk F.....	Pt. Arthur	_____
Hampton, G.....	Winnipeg	_____	Harvey, J. F....	Winnipeg	_____
Hanway, F. L....	New Glasgow	_____	Harvey, M.....	Campbellton	_____
Hancox, R.....	Winnipeg	_____	Harvey, S. H....	Brandon	_____
		_____	Harvey, V.....	Riv. du Loup	D.
		_____	Haskell, N. S....	Saskatoon	W.

Hasted A. A. ....	Winnipeg	—	Henry, P. A. ....	Dauphin	W.
Hastings D. R. ....	Winnipeg	—	Henry, W. T. ....	Toronto	—
Hatchard L. S. ....	Pacific D.	—	Hensler, A. A. ....	Halifax	M.M.
Hathaway W. J. ....	Kindersley	—	Herard, A. ....	Joliette	—
Hatter, G. A. ....	Halifax	—	Herbert, F. H. ....	Winnipeg	—
Haughey J. ....	Winnipeg	—	Herbert, H. ....	Neepawa	—
Haultain R. M. ....	Hawks-Mon.	—	Herbertson, W. ....	Saskatoon	—
Havard F. O. ....	Asco	—	Herron, J. B. ....	North Bay	—
Haven F. G. ....	Winnipeg	—	Heron, W. ....	Transcona	K. in A.
Hawes R. ....	Toronto	—	Hessian, E. P. ....	Halifax	—
Hawkes, M. H. ....	Chatham	K. in A.	Hetterley, A. ....	Toronto	—
Hawkins J. ....	Pt. Arthur	—	Hewett, R. ....	Pacific Div.	—
Hawthorne W. ....	Winnipeg	—	Hewey, R. J. ....	Dauphin	—
Hay F. ....	Morris	—	Hewitt, H. ....	N. Battleford	W.
Hay, J. A. ....	Stellarton	G.	Hewson, W. S. ....	Kamloops Jct.	—
Hay, W. H. ....	North Bay	—	Hiam, T. A. ....	Toronto	M.D.
Hayans, R. ....	—	—	Hicks, C. D. ....	Dalhousie	—
Hayes, R. ....	St. John	W., M.M.	Hickenbotham, C.M.	Port Mann	—
Hayden, J. J. ....	Calgary	—	Hickey, A. G. ....	Campbellton	W.
Hayes, H. O. ....	Rainy River	W.	Hickey, E. D. ....	Pacific Div.	—
Hayes, W. E. ....	Toronto	—	Hickey, M. J. ....	Cochrane	—
Hayward, F. A. ....	Halifax	K. in A.	Hickman, W. H. ....	Sydney	—
Hayward, J. ....	McRorie	W.	Hicks, F. W. ....	Calgary	—
Hayward, T. ....	Kamloops	W.	Hickson, H. S. ....	Orillia	W.
Hayward, R. H. ....	Pacific Div.	K. in A.	Higginbotham J.H.	Winnipeg	—
Head, H. ....	Winnipeg	—	Highfield, T. S. ....	3rd Div. CD	W.
Heaps, K. W. ....	Swan River	W.	Hiles, H. ....	—	—
Heaps, W. ....	Sandy Lake	M.M.	Hilibrand, ....	Delta	—
Heard, O. G. ....	Truro	W.	Hill, A. ....	Neepawa	—
Hearne, A.D.C. ....	Pacific Div.	—	Hill, A. F. ....	Winnipeg	—
Heath, W. ....	Pacific Div.	—	Hill, C. ....	W. Lines	—
Heatherington, R. ....	Toronto	W.	Hill, E. D. ....	Toronto	—
Heatherington, T. ....	Radville	B. C. de G.	Hill, E. M. M. ....	W. Lines	—
Hebert, J. ....	—	—	Hill, E. ....	Edmonton	—
Hebert, J. F. ....	Moncton	—	Hill, G. A. ....	Moncton	—
Hebertson, W. ....	Saskatoon	K. in A.	Hill R. ....	Halifax	—
Heelis, E. T. ....	Winnipeg	W.	Hill, R. S. ....	Edmonton	—
Hefferman, E. B. ....	Truro	—	Hill, W. ....	Lucerne	—
Hefler, H. E. ....	Moncton	1914-15S.	Hill, W. ....	Lovat	W.
Heggie, R. ....	Prince Albert	W.	Hill, W. J. ....	Edmonton	—
Heigh, J. ....	Winnipeg	—	Hills, L. S. ....	Halifax	—
Helston, H. T. ....	—	—	Hilts, H. H. ....	Pacific D.	—
Hemenway, H. H. ....	Prince Albert	W.	Hiltz, H. J. ....	Halifax	—
Hemphill, H. H. ....	Ft. William	W.	Hiltz, A. A. H. ....	Halifax	—
Henderson, A. D. ....	Pangburn	—	Himpe, C. ....	Makinak	W.
Henderson, C. E. ....	Truro	—	Hindley, F. ....	P. LaPrairie	—
Henderson, G. ....	Pacific Div.	—	Hindley, J. ....	Regina	—
Henderson, H. D. ....	St. John	—	Hine, C. H. ....	Charlottetown	W.
Henderson R. M. ....	Big Valley	—	Hinds, G. ....	McConnell	W.
Henderson, T. ....	Bantalar	—	Hingley, G. L. ....	Truro	—
Hendry, T. A. ....	Ottawa	—	Hladun, O. ....	Winnipeg	—
Hennessy, B. O. ....	Moncton	—	Hoar, J. H. ....	Moncton	W.
Hennessy, H. H. ....	Colborne	—	Hoar, F. L. ....	Truro	—
Hennessy, J. T. ....	Moncton	—	Hoare, C. B. ....	Ft. William	—
Hennessy, C. A. ....	Moncton	—	Hobbs, L. A. ....	Edmonton	W.
Henrion, F. W. ....	Halifax	W.	Hobday, A. ....	Winnipeg	—
Henry, C. W. ....	Moncton	1914-15S.	Hobson, G. ....	Oak Point	W.
Henry, E. H. ....	Pacific Div.	—	Hobson, S. ....	Edmonton	—
Henry, I. ....	Dauphin	—	Hockenhuill, J. O. ....	Joliette	—
Henry, J. R. ....	Campbellton	W. & G., M.M.	Hodges, E. ....	Elphinstone	—
Henry, J. T. ....	Dauphin	—	Hodgson, A. E. ....	Edmonton	—
			Hodgson, C. ....	Winnipeg	W.
					M.M.



Hodgson, C. A. ....	Edmonton	_____	
Hoeg, W. L. ....	Moncton	_____	
Hoey, B. H. ....	Moncton	D. of W.	
Hoff, M. ....	Hope	_____	
Hogarth, R. ....	Saskatoon	_____	
Hogan, A. J. ....	Dartmouth	_____	
Hogan, J. W. S. ....	Halifax	_____	
Hogan, P. F. ....	Cochrane	_____	
Hogg, W. ....	_____	_____	
Holditch, C. C. ....	Cochrane	_____	
Holditch, R. J. ....	Cochrane	_____	
Holland, F. R. ....	Sudbury	_____	
Holland, J. ....	Winnipeg	1914-15 S.	
Holland, J. F. ....	Pt. Arthur	_____	
Holliday, T. ....	Kamsack	_____	
Holland, T. J. ....	Halifax	_____	
Holland, W. L. ....	Transcona	D. of W.	
Holmes, C. W. ....	Grant	_____	
Holmes, H. S. ....	Winnipeg	_____	
Holmes, J. C. ....	Winnipeg	_____	
Holmes, J. ....	Winnipeg	W.	
Holt, F. E. ....	Birch Island	_____	
Home, J. C. ....	P. LaPrairie	W.	
Homer, D. ....	Halifax	W.	
Honest, H. ....	Winnipeg	_____	
Honeyman, P. D. ....	Pacific Div.	_____	
Hook, A. T. ....	Halifax	D. of W.	
Hooley, S. ....	Winnipeg	W.	
		1914-15 S.	
Hopper, A. A. ....	Moncton	_____	
Hooper, F. G. ....	Pt. Mann	_____	
Hooper, W. S. ....	Moncton	W.	
Hope, C. D. ....	Halifax	_____	
Hope, F. L. ....	Moncton	W.	
Hope, J. W. ....	Moncton	W.	
Hopey, F. S. ....	Moncton	M.M.	
Hopkinson, H. W. ....	Winnipeg	_____	
Hopper, C. S. ....	Moncton	_____	
Hooper, J. P. ....	Charlottetown	W.	
		M.M.	
Hopper, A. K. ....	Moncton	_____	
Hopper, J. R. ....	Truro	K. in A.	
Horne, F. H. ....	Humbolt	_____	
Horne, R. C. ....	Transcona	_____	
Horner, W. H. ....	Winnipeg	W.	
Horrocks, H. R. ....	Rainy River	W.	
Horsman, C. E. ....	Truro	W.	
		M.M.	
Horsman, E. E. ....	Moncton	D. of W.	
Horsman, Frank. ....	Moncton	_____	
Horsman, G. S. ....	Moncton	_____	
Horseman, A. ....	Berry's Mills	_____	
Horseman, M. P. ....	Moncton	_____	
Horseman, N. ....	Moncton	_____	
Horton, A. ....	Moncton	W.	
Horton, O. ....	Winnipeg	_____	
Horwill, H. E. ....	Toronto	_____	
Hosking, G. F. ....	Winnipeg	W.	
Houck, L. ....	Winnipeg	_____	
Houghton, H. ....	Pt. Arthur	_____	
Houghton, S. ....	Moncton	1914-15 S.	
Houlhan, A. L. ....	Trenton	_____	
Houston, E. F. ....	Joliette	_____	
Houston, W. ....	Winnipeg	_____	
Howard, E. ....	Brandon	W.	
		M.M.	
		W.	
Howard, F. ....	Winnipeg	_____	
Howard, T. ....	Grant	_____	
Howatt, H. M. ....	Charlottetown	_____	
Howe, A. A. ....	Transcona	_____	
Howes, E. J. ....	Winnipeg	_____	
Howse, A. E. ....	Brandon	W.	
Hubrecht, U. ....	Transcona	W.	
Hudd, R. ....	Pt. Arthur	_____	
Huddleston, J. ....	Ft. William	W.	
Huddlestone, W. ....	_____	_____	
Hudson, C. ....	_____	_____	
Hudson, G. ....	Dana	_____	
Hudson, G. K. ....	Limoilou	K. in A.	
Hudson, L. J. ....	Lloydminster	W.	
Hughes, G. B. ....	Vancouver I.	_____	
Hughes, H. ....	Transcona	_____	
Hughes, J. ....	Boston Bar	_____	
Hughes, J. E. ....	Toronto	_____	
Hughes, R. ....	Transcona	_____	
Hughes, W. ....	Sturgis	_____	
Hughes, W. J. J. ....	Riv. du Loup	G.	
Hull, C. W. ....	New Glasgow	_____	
Humphries, A. S. ....	Winnipeg	_____	
Humphries, W. ....	Pelly	_____	
Humphrey, H. W. ....	Moncton	_____	
Hunker, N. H. ....	Riding Mt.	W.	
Hunt, G. ....	P. LaPrairie	K. in A.	
Hunt, H. E. ....	Pt. William	_____	
Hunt, N. ....	Pacific Div.	_____	
Hunter, A. W. ....	Rosedale	_____	
Hunter, A. S. ....	Winnipeg	_____	
Hunter, G. A. ....	Moncton	_____	
Hunter, J. ....	Montreal	_____	
Hunter, J. B. ....	Moncton	_____	
Hunter, R. ....	Ottawa	_____	
Hunter, R. ....	Winnipeg	_____	
Hunter, W. ....	Ilana	_____	
Hunter, W. S. ....	Moncton	_____	
Huntingford, R. ....	Moncton	W.	
		1914-15 S.	
Huot, J. R. ....	Chaudiere Jct.	_____	
Hurley, A. ....	Moncton	_____	
Husselby, W. ....	Rosetown	_____	
Hussey, C. ....	Ft. Frances	K. in A.	
Hutchison, F. F. ....	Moncton	W.	
Hutchinson, G. H. ....	Winnipeg	_____	
Hutchinson, J. ....	Pacific Div...	_____	
Hutchinson, W. H. ....	Truro	G.	
Hutler, M. ....	Calder	_____	
Hutton, C. P. R. ....	Calgary	K. in A.	
Hyde, M. ....	Edmonton	_____	
Hynes, E. ....	Transcona	K. in A.	
Hyslop, W. E. F. ....	Moncton	_____	
Ingham, J. ....	Trenton	_____	
Ingram, A. ....	Toronto	_____	
Ingram, H. H. ....	Newcastle	_____	
Ingram, H. W. ....	Winnipeg	K. in A.	
Ingram, W. U. ....	Winnipeg	_____	
Innes, C. W. ....	Halifax	_____	



Innis, G. S.	Moncton	_____	Jenkins, W. G.	Halifax	_____
Innis, W.	Regina	K. in A.	Jenks, A. S.	Halifax	_____
Inrie, H. N.	Winnipeg	_____	Jennings, H.	Moncton	_____
Iredall, W. R.	Kamloops	_____	Jensen, J.	Grahamdale	W.
Ireland, E. D.	Winnipeg	_____	Jessiman, D.	Winnipeg	_____
Ironside, G. W.	Toronto	_____	Jessiman, T.	Winnipeg	_____
Irving, G.	Winnipeg	W.	Jetten, W.	Pt. Arthur	_____
Irving, A. G.	Brandon	K. in A.	Jollie, O.	Pacific Div.	_____
Irving, H. A.	Ft. William	_____	Jolley, J.	Brandon Jct	_____
Irving, J.	Winnipeg	_____	Joly, J. O. A.	Mont Joli	_____
Irving, T.	_____	_____	Jöbin, P. L.	Graham	W.
Irwin, E. F.	Toronto	W.	Jocelyn, F.	Stellarton	_____
Isner, C.	Halifax	_____	Johnson, A. A.	Ottawa	_____
Isner, F.	Halifax	_____	Johnson, A. P.	Saskatoon	_____
Isnor, R.	Halifax	_____	Johnson, B.	Transcona	W.
Jack, T.	Winnipeg	{ W.	Johnson, C. D.	Hanna	_____
Jackman, H.	Dist. 2/3 CD	M.M.	Johnson, E.	Saskatoon	_____
Jacks, W.	Kelwood	_____	Johnson, E.	Winnipeg	_____
Jackson, D. V.	Toronto	_____	Johnson, E. H. C.	_____	K. in A.
Jackson, E. A.	Grandview	_____	Johnson, F. J.	Transcona	D.
Jackson, F. G.	Ft. William	_____	Johnson, F. W.	Saskatoon	_____
Jackson, G. A.	Dauphin	{ 1914-15 S., M.C.&M.D.	Johnson, G. W. H. P.	LaPrairie	W.
Jackson, H.	Dist. 2/3 CD	_____	Johnson, H. H.	Trenton	_____
Jackson, J. V.	Edmonton	_____	Johnson, J. A.	Winnipeg	_____
Jackson, L. W.	Winnipeg	_____	Johnson, J. C.	_____	_____
Jakeman, S. P.	Dauphin	_____	Johnson, J. K.	Calgary	_____
Jackson, T. F.	Halifax	_____	Johnson, J. O.	_____	_____
Jackson, W.	Edmonton	_____	Johnson, J. O.	Grant	_____
James, A.	Sydenham	_____	Johnson, J. W.	Sudbury	_____
James, F.	Moncton	_____	Johnson, L. A.	Halifax	D. of W.
James, H. G.	Trenton	_____	Johnson, O. G.	Swan River	_____
James, R.	Winnipeg	_____	Johnson, P.	Hanna	_____
James, R. C.	Moncton	_____	Johnson, R.	Edmonton	_____
James, S.	Winnipeg	W.	Johnson, S.	Toronto	_____
James, W.	Winnipeg	M. deH	Johnson, S.	Pt. Arthur	_____
James, W. H.	Saskatoon	_____	Johnson, V. E.	Winnipeg	_____
Jamieson, E. G.	Cochrane	_____	Johnson, W. A.	Halifax	_____
Jamieson, J.	Cochrane	S. S.	Johnson, W. C.	Halifax	_____
Jamieson, R. E.	Halifax	_____	Johnson, W. M.	Mattice	_____
Jamieson, R. H.	Moncton	_____	Johnston, B. A.	Victoria	W.
Jamieson, W.	Moncton	_____	Johnston, B. D.	Toronto	_____
Jamieson, W. D.	Moncton	_____	Johnston, D. R.	Dist. 2/3 CD	_____
Jardine, J. S.	Newcastle	_____	Johnston, F.	Cochrane	_____
Jardine, S.	Saskatoon	_____	Johnston, F. C.	Transcona	_____
Jarvis, E. R.	Moncton	_____	Johnston, G. C. S.	North Bay	_____
Jarvis, G.	Kamsack	_____	Johnston, H. L.	Pacific Div.	{ W & G. M.D.&M.C.
Jarvis, R.	Moncton	_____	Johnston, J.	Winnipeg	_____
Jary, C. A.	Oshawa-Ruel	W.	Johnston, L. L.	Pacific Div.	_____
Jasper, C.	Winnipeg	_____	Johnston, R.	St. John	_____
Jasperson, F. S.	Winnipeg	_____	Johnston, R. M.	Winnipeg	_____
Jeanette, W. F.	Halifax	_____	Johnston, R. W.	Ft. William	_____
Jeffrey, W. J.	Graham	_____	Johnston, W. R.	Halifax	_____
Jeffs, A.	Port Mann	_____	Johnstone, E.	Winnipeg	W.
Jell, H. H.	Winnipeg	_____	Jonah, I. B.	Moncton	_____
Jelly, F. W.	Dauphin	_____	Jones, A. E.	Saskatoon	_____
Jenkins, G.	Russell	_____	Jones, C. E.	Winnipeg	_____
Jenkins, H.	Transcona	_____	Jones, C. J. G.	Winnipeg	_____
Jenkins, J.	Russell	W.	Jones, D.	W. Lines	W.
Jenkins, R.	Transcona	_____	Jones, E. A.	St. John	_____
Jenkins, T.	Riv. du Loup	_____	Jones, E. L.	W. Lines	W.
			Jones, F. T.	Lovat	_____
			Jones, G.	Rosedale	_____

Jones, G. A.	Moncton	_____	Keillor, D.	Transcona	_____
Jones, G. J.	Hanna	_____	Kelly, E.	Calgary	_____
Jones, H. A.	Lovat	W.	Kelley, E.	Charlottetown	_____
Jones, H. D.	Pacific Div.	_____	Kelly, G. B.	Winnipeg	_____
Jones, H. H.	Ft. Frances	_____	Kelley, G. D.	Sydney	_____
Jones, H. W.	Winnipeg	_____	Kelly, I.	Winnipeg	_____
Jones, J.	Montreal	W.	Kelly, J.	Brandon	_____
Jones, J. A.	Ft. William	_____	Kelley, J. W.	St. John	_____
Jones, J. A.	Ft. William	_____	Kelly, N.	Edmonton	_____
Jones, J. F.	Truro	_____	Kelly, S.	Winnipeg	_____
Jones, J. I.	Toronto	_____	Kelly, W. A.	Dauphin	W.
Jones, J. H.	Toronto	W.	Kelso, D. C.	Ft. William	_____
Jones, J. T.	Dauphin	_____	Kemkes, C.	Transcona	_____
Jones, L.	N. Battleford	_____	Kemp, E. W.	Winnipeg	W.
Jones, M. D.	Pacific Div.	_____	Kemp, G.	Winnipeg	_____
Jones, P. E.	Transcona	K. in A.	Kemshaw, D. W.	Transcona	_____
Jones, R.	Hanna	W.	Kendall, F. N.	Lucerne	_____
Jones, R. R.	Transcona	D. of W.	Kennelly, D. D.	Westfort	W.
Jones, R. W.	Winnipeg	_____	Kennedy, E. B.	Dist. 4 CD	_____
Jones, T. F.	Moncton	W.	Kennedy, G.	Truro	K. in A.
Jones, W.	Winnipeg	W.	Kennedy, G. A.	Moncton	_____
Jones, W.	Saskatoon	_____	Kennedy, G. H.	McCreary	_____
Jones, W.	Transcona	W.	Kennedy, G. T.	Camrose	_____
Jones, W. A. F.	Saskatoon	_____	Kennedy, H. J.	Mayfield	_____
Jones, W. H.	Winnipeg	W.	Kennedy, J.	Winnipeg	_____
Jones, W. H.	Moncton	_____	Kennedy, J. L.	Moncton	_____
Jones, W. J.	Winnipeg	_____	Kennedy, L.	Moncton	W.
Jordan, G. C.	Toronto	_____	Kennedy, M. J.	Edmonton	W.
Jordan, J.	Glenavon	_____	Kennedy, R. C.	Calgary	_____
Jordan, N. S.	Toronto	_____	Kennedy, J. L.	Moncton	_____
Joslin, C. E.	Hanna	_____	Kenny, A.	Calidonia, N.S.	_____
Joubert, S. G.	Dauphin	_____	Kenny, R.	Winnipeg	_____
Joudray, A. L.	Moncton	_____	Kenny, H. J.	Joliette	W.
Joy, E. W.	Truro	K. in A.	Kenward, E.	Toronto	M.M.&M.D.
Joyce, C. F.	Winnipeg	W.	Keny, S.	Brandon	_____
Joyce, T. E.	Winnipeg	W.	Kerr, D.	Long Lake	_____
Judge, A. P.	Pacific D.	_____	Kerr, G. D.	Chatham	_____
Jupe, J.	Toronto	W.	Kerr, J.	Winnipeg	_____
Kane, M. A.	Winnipeg	_____	Kervin, W. F.	Moncton	_____
Kaine, B. E.	Campbellton	K. in A.	Ketchum, E. J.	Toronto	_____
Kaine, F. J. L.	Campbellton	M.M.	Kettle, T. D.	Transcona	W.
Kavanagh, J.	Winnipeg	_____	Kevier, W. B.	Moncton	_____
Kavanagh, J. H. A.	Winnipeg	W.	Key, W.	2nd Prair. D.	M.M.
Kay, D. J.	Winnipeg	_____	Keyes, A. St. V.	Toronto	_____
Keaney, J.	Rideau Jct.	_____	Keys, H.	Winnipeg	_____
Kearns, J. B.	Moncton	_____	Keys, J. B.	Winnipeg	_____
Kearon, P.	Edmonton	_____	Kidston, A. V.	Winnipeg	_____
Kearvell, C.	Winnipeg	_____	Kiely, J. J.	South River	_____
Keating, D. E.	Moncton	_____	Kiersted, W. L.	Big Valley	W. M.D.
Keel, A. J.	Winnipeg	_____	Kift, E. F.	Toronto	_____
Keeley, O.	Toronto	_____	Kilby, W. H.	Winnipeg	_____
Keen, W.	Winnipeg	_____	Killam, C. E.	Campbellton	D. of W.
Keir, A. M.	Edmonton	_____	Killam, W. B.	Moncton	_____
Keir, W. D.	Winnipeg	_____	Killick, G. F.	Cobourg	W. & G.
Keirstead, R. S.	Upsalquitch	_____	Kilsbey, W.	Winnipeg	_____
Keith, H. J.	Campbellton	_____	King, C.	Pacific D.	_____
Keith, P. C.	Moncton	K. in A.	King, C. G.	Saskatoon	_____
Keith, R. S.	Moncton	_____	King, E.	Dauphin	_____
Keith, W. J.	Winnipeg	W.	King, E.	Saskatoon	_____
Keith, R. C.	Pt. Arthur	M.M.&B.	King, F. B.	Sackville	_____
ellock, W. J.	Winnipeg	K. in A.	King, F. H.	Transcona	_____
		_____	King, G. K.	Moncton	_____



Lavoie, O. ....	_____	_____	_____
Lavoie, L. P. ....	La Tuque	_____	_____
Law, L. ....	Winnipeg	W.	_____
Lawford, J. ....	_____	_____	_____
Lawless, J. L. ....	Sylvester	_____	_____
Lawlor, G. C. ....	Moncton	_____	_____
Lawlor, J. L. ....	Cochrane	_____	_____
Lawrence, ....	Pacific D.	_____	_____
Lawrence, M. E. ....	Mission	_____	_____
Lawrie, R. J. ....	Winnipeg	_____	_____
Lawson, G. W. ....	Hearst	_____	_____
Lawson, P. M. H. ....	St. John	1914-15 S.	_____
Layton, F. B. ....	Truro	_____	_____
Lea, W. T. ....	Moncton	_____	_____
Leach, E. ....	Sydney	_____	_____
Leach, J. O. ....	_____	K. in A.	_____
Leach, S. ....	Winnipeg	_____	_____
Leach, W. H. ....	Winnipeg	_____	_____
Leach, W. J. ....	Toronto D.	_____	_____
Leadwell, F. C. ....	Graham	_____	_____
Lefrance, J. ....	Moncton	_____	_____
Leah, W. H. ....	Winnipeg	I.	_____
Leaman, A. A. ....	Moncton	_____	_____
Leaman, L. ....	Moncton	_____	_____
Leaman, Edward ....	Moncton	_____	_____
Leaman, G. H. ....	Moncton	K. in A.	_____
Leaman, P. D. ....	Moncton	K. in A.	_____
Leaman, W. ....	Moncton	_____	_____
Leaning, B. ....	Pacific D.	_____	_____
Leaper, W. A. ....	Montreal	W.	_____
Leash, P. O. ....	Pembroke	M.S.M.	_____
LeBel, J. S. ....	Edmundston	_____	_____
LeBlanc, A. F. ....	Moncton	_____	_____
LeBlanc, A. J. ....	Moncton	_____	_____
LeBlanc, A. J. ....	Moncton	_____	_____
LeBlanc, A. P. ....	Moncton	_____	_____
LeBlanc, A. P. ....	Moncton	_____	_____
LeBlanc, C. F. ....	Moncton	_____	_____
LeBlanc, E. ....	Moncton	_____	_____
LeBlanc, E. B. ....	Moncton	K. in A.	_____
LeBlanc, E. T. ....	Moncton	_____	_____
LeBlanc, E. T. ....	Moncton	_____	_____
LeBlanc, F. ....	Moncton	_____	_____
LeBlanc, F. I. ....	Moncton	_____	_____
LeBlanc, F. R. ....	Moncton	_____	_____
LeBlanc, H. ....	Moncton	_____	_____
LeBlanc, H. J. ....	Pt. Arthur	G.	_____
LeBlanc, H. M. ....	Moncton	_____	_____
LeBlanc, J. A. ....	Moncton	_____	_____
LeBlanc, J. A. ....	Moncton	_____	_____
LeBlanc, J. A. ....	Campbellton	W.	_____
LeBlanc, J. A. ....	Moncton	_____	_____
LeBlanc, J. A. ....	Moncton	_____	_____
LeBlanc, J. A. ....	Moncton	_____	_____
LeBlanc, J. A. ....	Moncton	_____	_____
LeBlanc, J. C. ....	Moncton	_____	_____
LeBlanc, J. C. A. ....	Moncton	W.	_____
LeBlanc, J. E. ....	Moncton	_____	_____
LeBlanc, J. E. ....	Moncton	_____	_____
LeBlanc, J. E. ....	Moncton	_____	_____
LeBlanc, J. E. ....	Moncton	_____	_____
LeBlanc, J. I. ....	Moncton	_____	_____
LeBlanc, J. N. S. ....	Moncton	_____	_____
LeBlanc, J. P. ....	Moncton	_____	_____
LeBlanc, J. S. ....	Moncton	_____	_____
LeBlanc, J. S. E. ....	Moncton	_____	_____
LeBlanc, N. ....	Moncton	_____	_____
LeBlanc, P. ....	Moncton	_____	_____
LeBlanc, P. A. ....	Campbellton	W	_____
LeBlanc, P. M.G.E. ....	Moncton	D.	_____
LeBlanc, S. ....	Springhill, Jct.	_____	_____
LeBlanc, T. R. ....	Moncton	_____	_____
LeBlanc, Z. ....	Moncton	_____	_____
LeBrock, C. A. ....	Halifax	_____	_____
LeBrun, J. ....	Anderson	_____	_____
Lecko, P. ....	Winnipeg	_____	_____
Leclerc, E. ....	Edmundston	_____	_____
Leclerc, J. W. ....	Py. Sound	W.	_____
Leclerc, J. A. C. A. ....	Riv. du Loup	_____	_____
Lecuyer, J. M. ....	Transcona	_____	_____
Lecuyer, W. ....	Rainy River	_____	_____
Ledwell, T. ....	Souris	M.M.	_____
Lee, A. H. ....	Ilanna	_____	_____
Lee, R. E. ....	_____	_____	_____
Leeming, G. W. ....	Winnipeg	_____	_____
LeFrance, J. E. C. ....	Parent	_____	_____
LeGallias, J. W. ....	Stammore	_____	_____
Leger, C. ....	Moncton	_____	_____
Leger, E. J. ....	Moncton	_____	_____
Leger, F. J. ....	Moncton	_____	_____
Leger, J. ....	Newcastle	_____	_____
Leger, J. A. ....	Dalhousie	_____	_____
Leger, J. A. ....	Moncton	W.	_____
Leger, J. A. ....	Moncton	_____	_____
Leger, J. A. B. ....	Moncton	_____	_____
Leger, J. F. ....	Moncton	_____	_____
Leger, J. F. A. ....	Moncton	_____	_____
Leger, L. ....	Moncton	_____	_____
Leger, L. A. ....	Moncton	_____	_____
Leger, L. J. ....	Moncton	_____	_____
Leger, T. S. ....	Halifax	_____	_____
Legg, A. ....	Winnipeg	W.	_____
Legg, F. ....	Brandon	_____	_____
Legge, A. H. ....	Winnipeg	_____	_____
Legge, G. S. ....	_____	_____	_____
Leightizer, J. F. ....	Moncton	M.M.	_____
Leighton, D. ....	Moncton	_____	_____
Leise, T. ....	Saskatoon	_____	_____
Leitch, S. L. ....	Winnipeg	_____	_____
Leitch, W. ....	Winnipeg	_____	_____
Leith, T. L. ....	Transcona	K. in A.	_____
Lemauevil, R. ....	Edmonton	_____	_____
LeMesurier, G. ....	_____	_____	_____
Lemieux, G. ....	Edmundston	_____	_____
LeMieux, J. A. ....	_____	_____	_____
Lemieux, J. J. N.G. ....	Edmundston	_____	_____
Lemond, G. ....	Ste. Rosalie	_____	_____
LeMoine, J. D. ....	Quebec	_____	_____
Lemoreaux, B. ....	_____	_____	_____
Lenard, S. ....	Capreol	_____	_____
Leon, D. ....	Kashbaw	_____	_____
Leonard, F. P. ....	Truro	_____	_____
Leonard, P. ....	Truro	W.	_____
Lepage, J. A. ....	Campbellton	_____	_____
Leppard, C. R. ....	Kamsack	_____	_____



Leppard, F. H.	Kamsack	_____	Loly, S.	Pacific D.	_____
Leslie, J.	Transcona	_____	London, C. A.	Moncton	_____
Leslie, J. A.	Boston Bar	_____	London, S. J.	Moncton	_____
Leslie, M. A.	Halifax	_____	Lone, J. C.	N. Battleford	_____
Leslie, W. G.	Toronto	_____	Loney, E. J. O.	Winnipeg	_____
Lester, C. P.	Big Valley	_____	Long, H. T.	Toronto	_____
Lester, L. W.	Winnipeg	W.	Long, R.	Emerson Jct.	_____
Letch, H. G.	Tamworth	W.	Long, W. E.	Limoilou	{ 1914-15 S. M.M.
Levesque, A. D.	Edmundston	_____	Long, W. S.	South Devon	_____
Levesque, E. H.	Riv. du Loup	_____	Longford, C.	_____	_____
Levesque, J. A.	Campbellton	_____	Longhurst, F.	Rainy River	_____
Levesque, J. J. B. A.	St. Anselme	_____	Lonedell, C. A.	Toronto	_____
Levesque, J. W.	Riv. du Loup	_____	Lord, E. R.	Pacific D.	_____
Levasseur, J. P. O.	Chaudiere, Jct.	_____	Lothman, C. E.	Winnipeg	{ W. D.C.M. 1914-15 S.
Lewis, C. E.	Delta	_____	Lott, D.	_____	_____
Lewis, D. E.	Transcona	_____	Loudon, B. H.	Bay of Quinte	_____
Lewis, F. L.	Toronto	_____	Loudoun, David.	Levis	K. in A.
Lewis, I.	North Branch	_____	Lounsbury, E. H.	Moncton	_____
Lewis, J.	Rainy River	_____	Lovell, J. G.	Winnipeg	I.
Lewis, H. M.	Pacific D.	_____	Lovell, H. P.	Pacific Div.	_____
Lewis, R.	Winnipeg	_____	Low, C. M.	Sudbury	_____
Lewis, W.	Winnipeg	W.	Low, J.	Sioux Lookout	W.
Lethaby, W.	Algar	_____	Lowden, A.	Transcona	K. in A.
Leybourne, F.	P. LaPrairie	_____	Lowden, W. J.	Pacific Div.	_____
Liard, J. R.	Toronto	W.	Lowe, A.	Winnipeg	_____
Lidstone, H. J.	Pt. Arthur	_____	Lowe, D.	Dist. 2/3 CD	_____
Lidstone, J.	Pacific D.	_____	Lowe, F.	Saskatoon	_____
Lightner, G. W. C.	Moncton	_____	Lowe, M.	_____	_____
Lindberg, G.	Rainy River	W.	Lowe, R.	Pacific Div.	_____
Linder, A.	Erikson	W.	Lowell, H. P.	Pacific Div.	_____
Lindsay, C. S.	Winnipeg	_____	Lowry, R.	Pacific Div.	_____
Lindsay, L. W.	Winnipeg	_____	Lozier, W.	Edmundston	_____
Lindsay, W. R.	Troi Pistoles	_____	Lucas, A.	Collins	_____
Linney, T.	Wordsworth	_____	Lucas, C.	Edmundston	_____
Linge, J. A.	_____	_____	Lucas, J. C.	_____	_____
Lingford, C.	Winnipeg	_____	Lucy, T.	Moncton	_____
Lintaman, H.	Halifax	_____	Ludovico, P.	Transcona	_____
Lintick, J.	_____	_____	Lumsden, W. E.	Toronto	_____
Lirett, J. A.	Moncton	_____	Lund, E. N.	1st Div. E.	_____
Lirette, R.	Moncton	_____	Lund, R.	Big Valley	_____
Lister, G.	Winnipeg	_____	Luney, W. J.	Transcona	_____
Little, C. A.	Ft. William	_____	Lunn, W.	Halifax	_____
Little, F. M.	Toronto	_____	Lutes, A.	Moncton	_____
Littlejohn, A.	Winnipeg	_____	Lutes, C.	Moncton	_____
Livingstone, J.	Big Valley	_____	Lutes, E. P.	Moncton	_____
Lizotte, J. A. R.	Armagh	_____	Lutes, J.	Moncton	S. S.
Lloyd, A.	Campbellton	_____	Lutes, J. E.	Campbellton	_____
Lloyd, E. R.	Joliette	_____	Lutes, J. G.	Campbellton	_____
Lloyd, F.	Winnipeg	_____	Lutes, J. J.	Moncton	_____
Lloyd, J.	Humbolt	_____	Lutes, L.	Moncton	_____
Lloyd, O. M.	Rainy River	_____	Lutes, L. C.	Brandon	_____
Lloyd, W.	Brockville	_____	Lutes, V. M.	Moncton	M.
Lobb, H. L.	_____	_____	Lutz, W.	Berry's Mills	_____
Lobban, J.	Regina	_____	Lye, G. T.	Halifax	K. in A.
Lock, A. V.	Saskatoon	W.	Lymburn, J. F.	_____	_____
Lock, W.	Moncton	_____	Lynam, J.	Calgary	_____
Lockhart, C. E.	Moncton	_____	Lynch, J. H.	Edmundston	G.
Lockhart, O. F.	Moncton	K. in A.	Lynham, W.	Cochrane	W.
Lockhart, S. J.	Moncton	_____	Lyons, G. L.	Edmonton	W. M.M.
Logan, F. W.	Truro	_____			
Logan, J.	Winnipeg	_____			
Logue, M. R.	Moncton	_____			
Lohnes, R. C.	Truro	_____			



Lyons, H. A.....	Trenton	—	
Mabell, H.....	Winnipeg	—	
MacAuley, A.....	Edmonton	{	M.C. & D.C.M.
MacDonald, A.....	—	—	
Macdonald, D. E.....	—	W.	
MacDonald, F.....	Rainy River	{	W. D.C.M.M.M. 1914-155.
MacDonald, G.....	White Plains	—	
MacDonald, H. B.	Dunsmore	—	
MacDonald, R.....	Pt. Arthur	W.	
Mackasey, F. S.....	Moncton	W.	
MacKenzie, A. M.	Prince Albert	—	
MacKenzie, C.J.M.	Saskatoon	K. in A.	
MacKenzie, D.....	Winnipeg	—	
MacKenzie, M.....	—	—	
MacKenzie, W. J.....	—	W.	
Mackie, J.....	Dauphin	—	
Mackie, R.....	Transcona	M.	
MacLachlan, J. G.	Sud-P.A.	—	
MacLaren, G. P.....	East Lines	—	
McLaughlin, W.....	Dauphin	—	
MacLean, E. O.....	Toronto	—	
MacLeay, W. M.....	Hearst	W. M.S.M.	
MacLennan, D. M.	Regina	—	
McLennan, K. B.....	Pacific D.	K. in A.	
MacLennan, R. A.....	Alask	W.	
MacLeod, W. G.....	Brandon	W.	
MacMillan, J. R.....	—	—	
MacNab, R.....	Toronto	—	
MacNamara, J. C.....	—	—	
MacNamara, G. A.	Winnipeg	W.	
MacNaughton, A.F.	Winnipeg	{	W. 1914-15 S. M.M.
Macpherson, A. R.	Winnipeg	—	
Macpherson, D. E.	Vegreville	—	
Madden, M. J.....	Cochrane	—	
Madden, T. H.....	Transcona	—	
Maddox, F. W.....	Brandon	—	
Madill, H.....	Toronto	—	
Magee, C. H.....	St. John	—	
Magee, J. J.....	Winnipeg	—	
Magee, W. D.....	Moncton	—	
Magor, H.....	Rosedale	W.	
Magro, L.....	Transcona	—	
Maguire, E. E.....	Humbolt	—	
Maguire, J. P.....	P. LaPrairie	W.	
Mahoney, F. G.....	St. John	—	
Mahoney, J. P.....	St. John	K. in A.	
Maillett, J.P.T.A.	Moncton	—	
Mailly, J. A.....	Chaudiere Jct.	—	
Main, J.....	Dauphin	—	
Main, J. R. K.....	Cent. Dist.	—	
Main, T. C.....	Cent. Dist.	{	W. It. C. deG.
Mair, W.....	Toronto	—	
Major, A. C.....	Ottawa	K. in A.	
Makin, J.....	Rose Isle	W.	
Malcolm, E. B.....	Campbellton	—	
Malcolm, S. C.....	Pacific Div.	W.	
Malcomber, W. B.	Campbellton	—	
Mallen, J.....	Toronto	—	
Maller, H.....	Prince Albert	—	
Mallett, A. E.....	Winnipeg	—	
Mallory, J. L.....	Toronto	—	
Malourin, J. U. A.	Chaudiere Jct.	—	
Manchester, S.J.B.	Dist. 2/3 C.D	—	
Manette, J. G.....	Dartmouth	—	
Mangibrette, A.....	Pt. Arthur	—	
Manley, A. E.....	Halifax	W.	
Mann, H.....	Brandon	—	
Mann, P.....	Brandon	—	
Mann, W.....	Pacific Div.	—	
Manning, G. H.....	St. John	K. in A.	
Manning, R. C.....	Moncton	D. of W.	
Mansell, G. J.....	Pt. Arthur	W.	
Mansfield, P. B.....	Pt. Arthur	—	
Manson, E. D.....	Vancouver	—	
Manson, H.....	Winnipeg	—	
Manson, R.....	Winnipeg	—	
Mantion, F. J.....	—	—	
Mantle, W.....	Joliette	—	
Manuel, J. G.....	Pacific Div.	—	
Margach, G. McK	Edmonton	—	
Margach, J.....	Winnipeg	—	
Margey, J. J.....	Rainy River	W.	
Marginson, W.....	Winnipeg	M. D.	
Mariarity, R.....	Halifax	—	
Marino, J.....	Winnipeg	—	
Mark, W. C.....	Rosedale	W.	
Marks, W. J.....	St. John	—	
Marlowe, E. W.....	Saskatoon	M.M.	
Marlow, F.....	Edmonton	—	
Marlowe, G. C.....	Toronto	—	
Maroney, T.....	—	—	
Marquis, J.....	Riv. du Loup	—	
Marquis, J. E.....	Riv. du Loup	—	
Marquis, J. L. A.....	Trois Pistoies	—	
Marquis, J. L. E.....	Riv. du Loup	—	
Marquis, P. J. A.....	Riv. du Loup	—	
Marr, C. B.....	Truro	W.	
Marr, G. S.....	Toronto	—	
Marreau, J.....	Quebec	—	
Marsden, W. E.....	2nd Prair. Div.	—	
Marsden, H.....	Toronto	—	
Marsden, E. F.....	Winnipeg	—	
Marsh, A. H.....	Winnipeg	—	
Marsh, F. G.....	Winnipeg	—	
Marsh, J. W.....	Cochrane	K. in A.	
Marsh, T. G.....	Transcona	W.	
Marshall, A. H.....	Winnipeg	—	
Marshall, F.....	Winnipeg	—	
Marshall, J. N.....	Transcona	—	
Marshall, J. T.....	Humbolt	—	
Marshall, M. I.....	Woodlawn	—	
Marshall, S.....	Saskatoon	—	
Martin, A.....	St. John	—	
Martin, C. F.....	Halifax	W.	
Martin, E. C.....	Winnipeg	—	
Martyn, P. A.....	Winnipeg	—	
Martin, F.....	Edmundston	—	
Martin, J.....	Winnipeg	—	
Martin, J.....	Brandon	—	
Martin, T.....	Winnipeg	—	

Martin, W. J. ....	Edmundston	W.	McCalder, W. A. ....	Charlottetown	_____
Mason, F. A. ....	_____	_____	McCallum, D. ....	Winnipeg	_____
Mason, H. T. R. ....	Toronto	W.	McCallum, G. E. ....	Moncton	_____
Mason, J. ....	Pacific Div.	_____	McCallum, C. W. ....	Moncton	K. in A.
Mason, J. E. ....	Williams	_____	McCallum, H. R. ....	Saskatoon	_____
Mason, P. C. ....	Halifax	_____	McCallum, J. ....	Winnipeg	_____
Masson, G. M. ....	Newcastle	W.	McCammon, L. ....	Toronto	M. D.
Massare, C. ....	Winnipeg	_____	McCarthy, C. J. ....	Halifax	_____
Massey, J. ....	Dist. 1 W. Div.	_____	McCarthy, G. W. ....	Stellarton	_____
Massicotte, L. P. ....	Amos	_____	McCarthy, P. A. ....	Lundar	_____
Matheny, H. ....	Winnipeg	_____	McCaul, J. G. ....	Toronto	_____
Matheson, C. V. ....	Transcona	_____	McCauley, R. ....	Winnipeg	_____
Matheson, D. W. ....	Stellarton	_____	McCharles, R. ....	Moncton	_____
Matheson, F. ....	_____	_____	McClarty, J. M. ....	Dauphin	_____
Matheson, G. ....	_____	_____	McClatchie, G. ....	Winnipeg	_____
Matheson, N. D. ....	Sydney	W. G.	McClaverty, W. ....	Sydney	_____
Matheson, P. J. ....	Toronto	M.D. 1914-15 S.	McCleave, B. ....	_____	K. in A.
Matheson, P. W. ....	Truro	_____	McClintock, J. ....	Winnipeg	_____
Matheson, S. C. ....	_____	_____	McClure, T. D. ....	Moncton	_____
Mathew, W. J. ....	Edmonton	W.	McClure, I. G. ....	Moncton	_____
Mathews, E. ....	Yarmouth	_____	McClure, W. B. ....	Winnipeg	_____
Matthews, F. ....	Truro	_____	McCluckey, J. ....	_____	_____
Mathews, R. ....	Humbolt	_____	McClure, T. DeW. ....	Moncton	W. M.M.
Mathews, W. F. ....	_____	_____	McCluskey, I. C. ....	Napadogan	_____
Matson, L. W. ....	Moncton	W.	McCluskey, L. C. ....	Napadogan	_____
Matthews, A. H. ....	Newcastle	_____	McCluskey, T. ....	Edmonton	_____
Matthews, E. C. ....	Truro	_____	McColl, J. B. ....	Winnipeg	_____
Matthews, G. A. ....	Campbellton	K. in A.	McCollum, J. ....	Capreol	_____
Matuga, M. ....	Tranquille	_____	McCollum, T. ....	Moffats	_____
Mauchee, R. S. ....	Pt. Arthur	_____	McComb, W. J. ....	Transcona	_____
Mawson, R. ....	_____	_____	McConbrey, J. L. ....	Pacific Div.	_____
Maxwell, D. J. ....	Halifax	_____	McConnell, J. ....	Winnipeg	_____
Maxwell, J. G. ....	Transcona	_____	McCorkindale, P. ....	Humbolt	_____
Maxwell, T. ....	Moncton	_____	McCormick, C. ....	Levis	_____
May, E. O. ....	Rainy River	W.	McCourt, R. J. ....	Winnipeg	_____
May, J. ....	Winnipeg	1914-15 S.	McCoy, C. A. ....	Moncton	_____
May, J. ....	_____	_____	McCourt, ....	St. John	_____
Maybin, R. ....	Prince Albert	D.	McCray, E. McL. ....	Newcastle	_____
Mayette, J. ....	Montreal	_____	McCrea, H. J. ....	Winnipeg	_____
Maynard, A. G. ....	Halifax	_____	McCreedy, A. ....	Winnipeg	_____
McAdam, J. J. ....	Sydney	_____	McCuaig, R. J. ....	Brandon	W.
McAdie, N. S. ....	Fairlight	_____	McCubbin, R. ....	Winnipeg	_____
McAlder, R. ....	Halifax	_____	McCulley, C. P. ....	Pacific Div.	_____
McAllen, F. ....	Ft. William	_____	McCully, G. ....	Transcona	_____
McAmmond, J. W. ....	Winnipeg	_____	McCully, L. R. ....	Stellarton	_____
McAndrew, J. W. ....	Russell	M.B.K.	McCulloch, F. ....	Toronto	_____
McAnn, A. ....	Transcona	_____	McCulloch, H. ....	Payton	_____
McArthur, E. G. ....	Edmonton	_____	McCulloch, J. ....	Toronto	_____
McArthur, J. ....	Winnipeg	W.	McCulloch, J. P. ....	Neepawa	W.
McArthur, J. A. ....	Gilbert Plains	_____	McCurdy, C. B. ....	Edmonton	1914-15 S.
McArthur, J. A. ....	Transcona	_____	McCurdy, J. ....	Dauphin	_____
McArthur, R. ....	Saskatoon	W.	McCurdy, L. B. ....	Halifax	_____
McArthur, W. W. ....	Moncton	_____	McCurdy, R. J. ....	Toronto	W.
McAskill, D. ....	Cochrane	_____	_____	_____	C. de G
McAskill, D. ....	Ft. William	_____	McCurdy, W. M. ....	Halifax	_____
McAuley, W. A. ....	Winnipeg	_____	McDaid, R. ....	Pt. Arthur	_____
McBarritt, G. H. ....	Moncton	_____	McDairmid, H. W. ....	New Glasgow	D. of W.
McBean, R. M. ....	McGee	_____	McDavid, J. ....	Moffats	_____
McBeth, D. ....	Calgary	_____	McDermid, A. ....	Winnipeg	_____
McBriarty, R. ....	_____	_____	McDevitt, E. L. ....	Parry Sound	_____
McBride, P. L. ....	St. John	_____	McDevitt, G. L. ....	Moncton	_____
McBride, R. L. ....	St. John	W.	McDonald, A. ....	Toronto	G.

McDonald, A. ....	Kamsack	_____	McDougall, J. D. ....	Pictou	_____
McDonald, A. ....	Ft. William	_____	McDougall, M. J. ....	Pictou	_____
McDonald, A. ....	Cram	_____	McDougall, R. C. ....	Moncton	_____
McDonald, A. ....	Transcona	_____	McDougall, R. J. ....	Toronto	_____
McDonald, A. ....	New Glasgow	_____	McDougall, R. ....	Pictou	_____
McDonald, A. B. ....	Sydney	_____	McDougall, R. C. ....	_____	_____
McDonald, A. C. ....	Moncton	_____	McDougall, W. W. ....	Moncton	_____
McDonald, A. D. ....	New Glasgow	D. of W.	McDowell, J. A. ....	Transcona	_____
McDonald, A. R. ....	Stellarton	_____	McEachern, A. J. ....	Sydney	_____
McDonald, A. S. ....	Stellarton	_____	McEachern, A. P. ....	Charlottetown	_____
McDonald, A. T. ....	Halifax	_____	McEachern, D. A. ....	Sydney	_____
McDonald, A. V. ....	Winnipeg	K. in A.	McEachern, L. B. ....	Mulgrave	_____
McDonald, A. X. ....	Sydney	_____	McEachern, G. H. ....	Moncton	_____
McDonald, B. A. ....	Halifax	_____	McEachern, V. ....	Stellarton	K. in A.
McDonald, C. L. ....	Stellarton	_____	McElroy, E. J. ....	Winnipeg	_____
McDonald, D. ....	Hunter River	_____	McElroy, J. E. ....	Kamloops	_____
McDonald, D. H. ....	Stellarton	_____	McEwan, G. M. ....	Winnipeg	_____
McDonald, D. H. ....	Sydney	_____	McEwan, J. ....	Armstrong	_____
McDonald, E. W. ....	Stellarton	_____	McFadyen, L. ....	Winnipeg	_____
McDonald, G. ....	Winnipeg	W.	McFarlane, B. ....	Dauphin	_____
McDonald, G. E. ....	Halifax	_____	McFarlane, C. E. ....	Dauphin	_____
McDonald, G. G. ....	Halifax	_____	McFarlane, D. ....	_____	_____
McDonald, G. H. ....	Truro	_____	McFarlane, J. ....	Winnipeg	_____
McDonald, G. S. ....	Moncton	K. in A.	McFarlane, J. B. ....	Kingsclear	_____
McDonald, G. W. ....	Moncton	_____	McFarlane, R. H. ....	Winnipeg	_____
McDonald, H. C. ....	Stellarton	K. in A.	McFarlane, W. D. ....	Parry Sound	_____
McDonald, H. J. ....	Pacific D.	_____	McFarlane, W. G. ....	Moncton	W.
McDonald, I. ....	Pt. Arthur	_____	McFee, C. H. ....	Winnipeg	K. in A.
McDonald, J. ....	Transcona	W., K's.M.	McFeat, A. ....	Winnipeg	K. in A.
McDonald, J. ....	Stellarton	_____	McGeachey, E. ....	Winnipeg	M.M.
McDonald, J. ....	Rainy River	W.	McGee, G. ....	Toronto	_____
McDonald, J. A. ....	Sydney	D. of W.	McGeorge, A. ....	Winnipeg	_____
McDonald, J. A. ....	New Glasgow	_____	McGill, H. G. ....	St. Laurent	_____
McDonald, J. A. ....	Halifax	_____	McGillivray, D. ....	Truro	W.
McDonald, J. A. ....	Sydney	_____	McGillivray, D. A. ....	Sydney	_____
McDonald, J. A. ....	Stellarton	_____	McGinity, F. O. ....	Moncton	_____
McDonald, J. C. ....	Halifax	_____	McGoughey, J. J. ....	Rock Falls	_____
McDonald, J. F. ....	Sydney	_____	McGourty, W. J. ....	St. John	_____
McDonald, J. H. ....	Moncton	_____	McGovern, A. ....	Toronto	W.
McDonald, J. H. ....	Halifax	_____	McGowan, J. T. ....	St. John	1914-15 S.
McDonald, J. H. ....	Moncton	_____	McGrath, E. T. ....	Halifax	_____
McDonald, J. V. ....	Charlottetown	_____	McGrath, H. ....	Winnipeg	_____
McDonald, L. A. ....	Pt. Arthur	_____	McGrath, L. A. ....	Bridgewater	W.
McDonald, L. J. ....	Charlottetown	G.	McGrath, T. J. ....	Halifax	1914-15 S.
McDonald, M. ....	Cochrane	_____	McGregor, J. ....	Halifax	_____
McDonald, M. A. J. ....	Iona	_____	McGregor, J. D. ....	Oxford	W.
McDonald, N. ....	Graham	_____	McGregor, P. D. ....	Ft. William	W.
McDonald, P. ....	Sydney	_____	McGuigan, A. ....	Gravelbourg	_____
McDonald, R. F. ....	Langue Pte.	K. in A.	McHenry, H. ....	No. Battleford	_____
McDonald, R. R. ....	West Bay Road	_____	McIlroy, C. P. ....	Camrose	_____
McDonald, T. G. W. ....	Halifax	_____	McIlroy, D. A. ....	Winnipeg	_____
McDonald, W. ....	Edmonton	_____	McIntosh, A. ....	Winnipeg	_____
McDonald, W. ....	Stellarton	_____	McInnes, D. ....	Sydney	_____
McDonald, W. A. ....	Moncton	_____	McInnis, A. ....	Sydney	_____
McDonald, W. H. ....	Moncton	_____	McInnis, C. J. ....	Moncton	_____
McDonald, W. J. ....	Moncton	W. & G.	McInnis, D. H. ....	Kamloops	_____
McDonnell, A. ....	Kamloops	_____	McInnes, E. ....	New Glasgow	_____
McDougald, C. ....	Pacific D.	_____	McInnis, N. J. ....	Sydney	_____
McDougall, A. D. ....	Stellarton	_____	McInnis, W. ....	Rainy River	_____
McDougall, D. A. ....	Stellarton	_____	McIntosh, C. C. ....	Sydney	_____
McDougall, E. E. ....	Loggieville	_____	McIntosh, J. P. ....	Pictou	G.
McDougall, G. A. ....	Moncton	K. in A.			
McDougall, J. ....	Ellerslie	_____			

Martin, W. G. H. . . . .	Transcona	_____	
McIntosh, L. . . . .	Truro	_____	W.
McIntyre, H. E. . . . .	Moncton	_____	_____
McIsaac, H. D. . . . .	Kamsack	_____	_____
McIsaac, J. S. . . . .	New Glasgow	_____	_____
McIver, D. . . . .	Ft. William	_____	_____
McIver, D. . . . .	Lake Supr.	_____	_____
McIver, D. . . . .	Ft. William	_____	_____
McIver, J. . . . .	Winnipeg	_____	_____
McKaracher, F. S. . . . .	Trenton	_____	D.
McKay, A. . . . .	_____	_____	W.
McKay, A. N. . . . .	Prince Albert	_____	1914-15 S.
McKay, C. S. . . . .	Camora	_____	_____
McKay, D. . . . .	Winnipeg	_____	_____
McKay, G. A. . . . .	Stellarton	_____	_____
McKay, G. S. . . . .	St. P. deMetis	_____	_____
McKay, J. . . . .	Graham	_____	_____
McKay, J. D. . . . .	West River	_____	_____
McKay, J. E. . . . .	Winnipeg	_____	_____
McKay, J. H. . . . .	Edmonton	_____	_____
McKay, N. C. . . . .	Campbellton	_____	_____
McKay, S. M. . . . .	Charlottetown	_____	_____
McKay, T. R. . . . .	Stellarton	_____	_____
McKay, V. L. . . . .	Dauphin	_____	_____
McKean, A. . . . .	_____	_____	_____
McKeand, S. . . . .	Winnipeg	_____	_____
McKee, J. . . . .	Pt. Arthur	_____	W.
McKee, W. A. . . . .	Moncton	_____	1914-15 S.
McKeever, J. . . . .	Winnipeg	_____	W.&G., S.S.
McKeigan, M. D. E. . . . .	Leitch Creek	_____	_____
McKellar, A. . . . .	Grandview	_____	_____
McKenna, B. . . . .	Charlottetown	_____	_____
McKenna, H. V. . . . .	Halifax	_____	S. S.
McKenzie, A. D. . . . .	Truro	_____	_____
McKenzie, A. J. . . . .	Trenton	_____	M.
McKenzie, A. I. . . . .	Grant	_____	_____
McKenzie, D. . . . .	Winnipeg	_____	_____
McKenzie, D. . . . .	Winnipeg	_____	_____
McKenzie, H. . . . .	Dist. 2/3 CD	_____	_____
McKenzie, H. A. . . . .	Charlottetown	_____	_____
McKenzie, J. F. . . . .	Campbellton	_____	_____
McKenzie, J. J. . . . .	Radville	_____	W.
McKenzie, J. J. . . . .	Stellarton	_____	_____
McKenzie, LeRoy. . . . .	Moncton	_____	W.
McKenzie, S. H. . . . .	Boston Bar	_____	_____
McKenzie, V. A. . . . .	Lucerne	_____	_____
McKenzie, W. C. . . . .	Ft. William	_____	_____
McKenzie, W. C. . . . .	Ft. William	_____	_____
McKenzie, W. . . . .	Rainy River	_____	_____
McKenzie, W. A. . . . .	Sudbury	_____	_____
McKenzie, W. F. . . . .	Halifax	_____	_____
McKeon, A. . . . .	Winnipeg	_____	_____
McKillop, D. . . . .	Pacific D.	_____	W.
McKim, . . . . .	Winnipeg	_____	_____
McKinney, J. E. . . . .	Moncton	_____	G 1914-15 S.
McKinnon, A. H. . . . .	Charlottetown	_____	W.M.
McKinnon, C. . . . .	Moncton	_____	W.
McKinnon, C. R. . . . .	Moncton	_____	_____
McKinnon, D. A. . . . .	Moncton	_____	_____
McKinnon, H. . . . .	Transcona	_____	_____
McKinnon, J. B. . . . .	Truro	_____	W. 1914-15 S.
McKinnon, J. C. . . . .	Sydney	_____	M.M.
McKinnon, J. D. . . . .	Moncton	_____	K. in A.
McKinnon, R. . . . .	Florence	_____	K. in A.
McKinnon, W. H. . . . .	Moncton	_____	_____
McKittrick, W. . . . .	Winnipeg	_____	_____
McKnight, D. . . . .	Winnipeg	_____	_____
McKnight, W. A. . . . .	Capreol	_____	_____
McLagan, H. . . . .	Saskatoon	_____	D.
McLagan, W. B. . . . .	Saskatoon	_____	_____
McLai, D. K. . . . .	Big Valley	_____	_____
McLaine, B. P. . . . .	Charlottetown	_____	_____
McLaren, S. R. . . . .	Moncton	_____	_____
McLatchie, A. . . . .	Paddington	_____	_____
McLaughlin, J. R. . . . .	Campbellton	_____	_____
McLaughlin, J. R. . . . .	Charlottetown	_____	_____
McLaughlin, N. V. . . . .	Edmonton	_____	W.
McLaughlin, V. . . . .	Newcastle	_____	_____
McLaughlin, W. L. St. John	_____	_____	_____
McLaren, C. . . . .	Moncton	_____	_____
McLarin, P. F. . . . .	Brandon	_____	_____
McLean, A. . . . .	Blue River	_____	_____
McLean, A. . . . .	Transcona	_____	_____
McLean, A. B. . . . .	Winnipeg	_____	_____
McLean, A. R. . . . .	Graham	_____	K. in A.
McLean, C. D. . . . .	Napadogan	_____	_____
McLean, G. . . . .	Winnipeg	_____	W.
McLean, G. D. . . . .	Ft. William	_____	M.C.M.
McLean, J. C. . . . .	Sydney	_____	_____
McLean, J. F. . . . .	Limolou	_____	_____
McLean, J. T. . . . .	Moncton	_____	_____
McLean, R. . . . .	Transcona	_____	_____
McLennan, C. . . . .	Pacific Div.	_____	K. in A.
McLellan, F. G. . . . .	Moncton	_____	_____
McLellan, H. . . . .	Kamsack	_____	_____
McLellan, J. A. . . . .	South River	_____	_____
McLellan, S. A. . . . .	Winnipeg	_____	W.
McLellan, T. . . . .	Moncton	_____	_____
McLelland, R. . . . .	Neepawa	_____	_____
McLelland, T. . . . .	Low Bush	_____	_____
McLennan, A. D. . . . .	Murray Harbour	_____	_____
McLennan, H. B. . . . .	Winnipeg	_____	_____
McLennan, J. E. . . . .	_____	_____	_____
McLennan, K. . . . .	Sydney	_____	_____
McLennan, O. . . . .	Regina	_____	_____
McLeod, A. . . . .	Lake Supr. D.	_____	W.
McLeod, A. . . . .	Graham	_____	_____
McLeod, A. . . . .	Sydney	_____	_____
McLeod, C. . . . .	Stellarton	_____	_____
McLeod, D. A. . . . .	Sydney	_____	_____
McLeod, F. W. . . . .	Moncton	_____	_____
McLeod, G. . . . .	Stellarton	_____	_____
McLeod, H. . . . .	Truro	_____	W.
McLeod, I. S. . . . .	Westville	_____	_____
McLeod, J. . . . .	Pacific Div.	_____	_____
McLeod, J. K. . . . .	Winnipeg	_____	_____
McLeod, J. M. . . . .	Superior Div.	_____	W.
McLeod, J. M. . . . .	Ft. William	_____	_____
McLeod, J. P. . . . .	SS. P.E.I.	_____	_____
McLeod, K. . . . .	Cochrane	_____	_____
McLeod, K. E. . . . .	Victoria	_____	_____
McLeod, L. . . . .	Hanna	_____	_____



McLeod, M. .... Pt. Arthur	_____	McNeill, W. L. .... Tranquille	_____
McLeod, M. .... Stellarton	_____	McNevin, C. W. .... Moncton	_____
McLeod, M. M. .... Cochrane	_____	McNevin, P. W. .... Charlottetown	D.C.M.
McLeod, N. .... New Glasgow	_____	McNinton, L. K. .... Moncton	_____
McLeod, N. A. .... Stellarton	_____	McNitch, R. E. .... Moncton	_____
McLeod, R. .... Winnipeg	_____	McNutt, J. A. .... St. John	_____
McLeod, S. .... Dauphin	W.	McNutt, W. .... Truro	W.
McLeod, T. .... Pt. Arthur	_____	McPhail, J. .... Dauphin	_____
McLeod, W. .... Winnipeg	W.	McPhail, J. E. N. Stellarton	_____
McLeod, W. D. .... Truro	_____	McPhee, D. .... Sydney	W.
McLeod, W. H. .... Calgary	_____	McPhee, M. .... Vancouver	_____
McLeod, W. O. .... N. Battleford	_____	McPherson, A. R. .... Winnipeg	_____
McMann, L. .... Borden	_____	McPherson, A. R. .... Halifax	W.
McManus, E. J. .... St. John	_____	McPherson, H. A. .... Stellarton	_____
McMarron, W. .... Edmonton	_____	McPherson, J. A. .... Westville	_____
McMaster, T. A. .... Winnipeg	_____	McPherson, J. H. F. Pt. Tupper	_____
McMath, J. .... Kamloops	_____	McPherson, R. .... West Lines	_____
McMichael, R. L. .... Belmont	_____	McPherson, W. .... Winnipeg	_____
McMillan, A. .... Brandon	{ W. M.M. W.	McPherson, W. .... Rose Isle	W.
McMillan, A. D. .... Beaudette	_____	McPherson, W. W. Bridgewater	_____
McMillan, D. .... Stellarton	_____	McPike, E. .... Transcona	W.
McMillan, F. .... Winnipeg	_____	McQuarrie, J. .... Moncton	_____
McMillan, G. N. .... Winnipeg	_____	McQueston, G. .... Winnipeg	_____
McMillan, H. .... Stellarton	_____	McQueston, R. .... Winnipeg	_____
McMillan, M. J. .... Halifax	_____	McQueen, M. .... Charlottetown	_____
McMillan, R. .... Transcona	W.	McQueen, N. P. .... Sydney	G.
McMillan, W. H. .... Truro	K. in A.	McRae, D. McL. .... Ft. William	_____
McMorran, J. .... Winnipeg	W.	McRae, D. R. .... Hanna	M.M.
McMullin, B. R. .... Halifax	W. 1914-15 S.	McRae, G. D. .... New Glasgow	_____
McMullin, D. .... Sydney	_____	McRae, G. T. .... Campbellton	K. in A.
McMurray, L. W. .... Winnipeg	W.	McRitchie, J. A. .... Sydney	W.
McMurray, R. A. .... Newcastle	K. in A.	McRoberts, A. .... Vermillion	W.
McMurray, W. T. .... Winnipeg	_____	McRoberts, C. .... Winnipeg	_____
McNab, G. C. .... Ft. William	_____	McSkimmings, J. A. .... Winnipeg	_____
McNabb, J. E. .... Dauphin	W.	McSwain, M. J. .... Cochrane	_____
McNab, J. S. .... Winnipeg	_____	McSween, A. .... Sydney	D.
McNabb, R. C. .... Calgary	{ W. M. D.	McSween, A. F. .... Sydney	W.
McNabb, R. J. .... Dauphin	_____	McSweeney, D. A. .... Halifax	_____
McNair, K. F. .... Edmonton	_____	McTaggart, J. R. .... Gibson	G.
McNally, G. ....	_____	McTavish, P. A. .... Sydney	_____
McNally, J. W. .... Borden	_____	McVarish, D. .... Truro	_____
McNamara, G. A. .... Winnipeg	W.	McVay, J. .... Winnipeg	_____
McNaughton, D. .... Winnipeg	_____	McWhirter, D. L. .... Moncton	W.
McNaughton, J. A. .... Winnipeg	_____	McWilliams, J. M. ....	_____
McNaughton, J. A. Campbellton	_____	Meade, E. W. .... Transcona	_____
McNaughton, M. .... Transcona	_____	Meade, W. B. .... Campbellton	_____
McNeal, G. S. .... Moncton	_____	Meagher, E. M. .... Halifax	_____
McNeil, A. .... Stellarton	_____	Meagher, W. N. .... Mulgrave	W.
McNeill, C. .... Youngstown	W.	Meahan, J. M. .... Bathurst	_____
McNeil, H. A. .... Sydney	_____	Melanson, A. .... Moncton	_____
McNeil, H. A. .... Moncton	_____	Melanson, O. V. .... Sav. & Kamloops	_____
McNeil, H. M. .... Maple Grove	_____	Melanson, J. A. .... Moncton	_____
McNeil, J. .... Halifax	_____	Melanson, J. A. .... Moncton	_____
McNeil, J. .... Sydney	_____	Melanson, J. A. S. .... Moncton	_____
McNeill, J. A. .... Ottawa	_____	Melkonian, J. M. .... Saskatchewan	_____
McNeil, J. A. .... West Lines. .	{ W. M.M.	Mellick, A. .... Brandon	_____
McNeil, J. D. .... Sydney	_____	Mellich, G. T. .... Moncton	_____
McNeil, N. L. .... Moncton	_____	Mellish, J. M. .... Moncton	_____
McNeil, S. .... Sydney	_____	Membery, M. H. .... Toronto	_____
		Menard, J. E. A. .... Doucet	_____
		Menelly, J. .... Transcona	W.
		Menpes, C. .... Toronto	{ W. M.C. & M.D.



Menzies, A. F.....	Winnipeg	_____	
Merceil, J. B.....	Hanna	_____	
Mercer, A.....	Winnipeg	_____	
Mercier, P. E.....	Riv. du Loup	W.G.	
Mercer, T.....	Winnipeg	_____	
Meredith, E. L.....	Toronto	W.	
Merson, E. T.....	Halifax	_____	
Merino, J.....	Winnipeg	_____	
Merle, P.....	Winnipeg	_____	
Messner, J. C.....	Transcona	_____	
Messervey, F. R.....	Halifax	_____	
Metcalfe, C. L.....	Moncton	_____	
Mewson, R.....	_____	_____	
Meyers, E. H.....	Transcona	_____	
Michaud, C.....	Edmundston	_____	
Michaud, E.....	Edmundston	_____	
Michaud, J. A.....	Riv. du Loup	_____	
Michaud, J. E.....	Kempt	_____	
Middleditch, A.....	1st Div.W.D.	_____	
Middlehurst, J.....	Transcona	_____	
Middlehurst, W. H.....	Transcona	_____	
Middlemas, J.....	Winnipeg	_____	
Middlemas, T.....	Port Mann	_____	
Middleton, A. S.....	_____	D.of W.	
Milan, E.....	Prince Albert	_____	
Milburn, A.....	Moncton	W.	
Miles, C.....	Edmonton	_____	
Miles, G. F.....	Campbellton	_____	
Miles, G. T.....	Truro	_____	
Miles, J.....	Edmonton	W.	
Milhearn, A. S.....	Winnipeg	_____	
Milholland, D. B.....	Minneapolis	_____	
Millar, H. H.....	Halifax	_____	
Millar, H. V.....	Halifax	_____	
Millar, J. M.....	Survey	_____	
Millar, S. J.....	Edmonton	W.	
Miller, A. E.....	Winnipeg	_____	
Miller, E.....	Erickson	W.	
Miller, G.....	Regina	_____	
Miller, H. G.....	Lloydminster	_____	
Miller, L. G.....	Winnipeg	M.M.	
Miller, J. R.....	Fredericton	_____	
Miller, J.....	No. Regina	W.	
Miller, S.....	Moncton	_____	
Miller, W.....	Toronto	W.	
		M.M.	
Miller, W. E.....	Stellarton	_____	
Milligan, J.....	Transcona	_____	
Milligan, M. O.....	Transcona	_____	
Millin, R. L.....	Truro	_____	
Mills, B. O.....	Winnipeg	_____	
Mills, E.....	Charlottetown	_____	
Mills, J. M.....	Toronto	_____	
Mills, J. W.....	Transcona	_____	
Mills, P.....	Emerson	_____	
Milne, C. G.....	Cochrane	W.	
Milne, G. R.....	Winnipeg	W.	
Milner, M. L.....	Moncton	W.	
Minchin, _____	Pacific D.	_____	
Minchinton, G. E.....	Winnipeg	K. in A.	
Minchinton, R. A.....	Winnipeg	K. in A.	
Minhinick, R. F.....	Transcona	W.	
Minnhinick, W. T.....	Transcona	G.	
Minns, W. E.....	Kamsack	_____	
Misskelly, H. M.....	Winnipeg	_____	
Mitchell, B.....	Pacific D.	_____	
Mitchell, C. A.....	Rainy River	_____	
Mitchell, C. W.....	Rainy River	_____	
Mitchell, D. L.....	Raith	_____	
Mitchell, D. L.....	Raith	_____	
Mitchell, E. B.....	Stellarton	_____	
Mitchell, F.....	Minatree	_____	
Mitchell, F. E.....	Truro	D.	
Mitchell, H. C.....	Prince Albert	_____	
Mitchell, J.....	Winnipeg	W.	
Mitchell, W.....	Winnipeg	_____	
Mitchell, W. E.....	Moncton	_____	
Mittin, G.....	Moncton	_____	
Mittin, G. E.....	Moncton	_____	
Mittin, T. R.....	Moncton	_____	
Moffatt, A. S.....	Winnipeg	_____	
Mollet, E.....	Pacific Div...	_____	
Mollet, T. M.....	Pacific Div.	_____	
Moir, W. C.....	Halifax	_____	
Moir, W. C.....	Halifax	_____	
Molbette, E.....	Pacific Div.	_____	
Molbette, T. R.....	Pacific Div.	_____	
Moline, L.....	Winnipeg	_____	
Mollins, C.....	Moncton	_____	
Mollins, C. D.....	Moncton	_____	
Molloy, J. F.....	Toronto	_____	
Mongieretti, A.....	Pt. Arthur	_____	
Montgomery, D. G.....	No. Bay	_____	
Montgomery, N.....	Winnipeg	W.	
Moody, G. G.....	Bridgewater	_____	
Mooney, M. G.....	Charlottetown	_____	
Mooney, S.....	Boston Bar	W. S.S.	
Moore, A.....	Emerson	_____	
Moore, A. E.....	Winnipeg	W.	
Moore, C. J.....	Moncton	W.	
Moore, C. R.....	Toronto	W.	
Moore, E. J.....	Sudbury	_____	
Moore, D.....	Truro	_____	
Moore, F.....	Transcona	W.	
Moore, G.....	Brandon	W.	
Moore, G. E.....	Toronto	_____	
Moore, H. E.....	Charlottetown	_____	
Moore, H. S.....	Dartmouth	_____	
Moore, J. E. A.....	Halifax	W.	
Moore, J. P.....	Halifax	_____	
Moore, J. W.....	Halifax	K. in A.	
Moore, M. J.....	Superior D.	_____	
Moore, R. J.....	Kindersley	_____	
Moore, T.....	Emerson	_____	
Moore, W.....	Cochrane	_____	
Moore, W. F.....	Calgary	_____	
Moran, F. X.....	Moncton	_____	
Moran, J. E.....	Truro	W.	
Moorehouse, A.....	Transcona	_____	
Morben, C. O.....	Winnipeg	_____	
Morehouse, D.....	Pt. Arthur	_____	
Morell, Sylvio.....	Edmundston	_____	
Morgan, C. E.....	Pt. Arthur	W.	
Morick, H. A.....	Meota	W.	
Morin, E. L.....	Quebec	_____	
Morman, A.....	Longue Pte.	_____	

Morneau, J. A. E.	Fitzpatrick	_____	
Morphet, J.	Pt. Arthur	W.	
Moriarty, R.	Halifax	_____	
Morin, C. H.	Truro	_____	
Morin, J. A.	Edmundston	_____	
Morin, J. A. W.	Moncton	_____	
Morris, B.	McGivney's	W.	
Morris, J. H.	Winnipeg	W.	
		1914-15 S.	
Morris, V.	Winnipeg	_____	
Morrison, A. K.	Halifax	W.	
		W.	
Morrison, A. McL.	Pacific Div.	M.C., D.CM	
		M.D.	
		1914-15 S.	
Morrison, C.	Winnipeg	_____	
Morrison, D.	Saskatoon	_____	
Morrison, E. G.	Rainy River	W.	
		1914-15 S.	
Morrison, F. H.	Winnipeg	_____	
Morrison, H. K.	Toronto	_____	
Morrison, J.	Lake Sup. Div	_____	
Morrison, J.	Ft. William	_____	
Morrison, J. F.	Winnipeg	_____	
Morrison, J. M.	Sydney	_____	
Morrison, P.	Kamsack	W.	
Morrison, W. L.	_____	_____	
Morrison, W. M.	Trenton	_____	
Morrisette, J. L. G.	Routherville	_____	
Morse, J. T.	N. Battleford	_____	
Morse, R. C.	Moncton	W.	
Mortel, H.	Joliette	W.	
Mortham, J. W.	Transcona	_____	
Morton, G.	Winnipeg	_____	
Morton, R.	Englefield	_____	
Morton, T. E.	Hornepayne	_____	
Mosher, L. R.	Cochrane	_____	
Mosher, W. P.	St. John	_____	
Mott, B. C.	Humbolt	_____	
		W.	
Mowatt, A.	Winnipeg	M.M. & B.	
		1914-15 S.	
Mowat, D.	Winnipeg	W.	
		D.C.M.	
Mowatt, J.	Winnipeg	_____	
Mowatt, J. J.	Truro	_____	
Mowatt, W.	Winnipeg	W., M.M. &	
		1914-15 S.	
Mowbray, W. J.	Moncton	_____	
Muir, E. E.	Edmonton	_____	
Muirhead, T.	Muir	_____	
Mulholland, F. D.	Pacific Div.	_____	
Mulligan, B.	Cochrane	_____	
Mullina, H.	Winnipeg	_____	
Mullins, F. J.	Moncton	_____	
Mullis, W. J.	Pacific Div.	_____	
Mulock, T. A.	Bridge Water	_____	
Mulroney, J.	Moncton	_____	
Mumford, R.	Transcona	_____	
Munna, B.	Trenton	_____	
Munro, H.	Transcona	_____	
Munro, J. M.	Moncton	_____	
Munro, W. B.	Campbellton	_____	
Munshaw, W. M.	Toronto	_____	
Munsie, W. F.	Truro	_____	
Murdin, J.	Prince Albert	W.	
Murdoch, R.	Winnipeg	_____	
Murphy, A. A.	Campbellton	_____	
Murphy, D. O.	Halifax	_____	
Murphy, J.	Saskatoon	_____	
Murphy, J.	Transcona	_____	
Murphy, J. B.	Pacific Div.	_____	
Murphy, J. F.	Halifax	_____	
Murphy, J. W.	Edmonton	W.	
		M.M.	
Murphy, L. P.	Vernon	_____	
Murphy, T. J.	Winnipeg	_____	
Murphy, W.	Transcona	_____	
Murray, A.	Cochrane	_____	
Murray, A. J.	Newcastle	_____	
Murray, C. L.	Baudette	_____	
Murray, C. H.	Toronto	_____	
Murray, C. R.	New Glasgow	_____	
Murray, D.	Transcona	_____	
Murray, D. R.	New Glasgow	M.S.M.	
Murray, F.	Moncton	W. & G.	
Murray, H.	Winnipeg	W.	
Murray, H.	Truro	D.	
Murray, H. W.	_____	_____	
Murray, J. B.	Springhill Jct.	_____	
Murray, W. A.	Sydney	_____	
Murray, W. J.	Moncton	_____	
Murrell, J. N.	Toronto	_____	
Myers, A.	St. John	D. of W.	
Myers, D. W.	Radville	K. in A.	
Myers, P. L.	Moncton	M.B.K.	
Naigle, M.	Moncton	_____	
Nairne, C.	Terence	_____	
Naish, H. R.	_____	_____	
Napier, P.	_____	W.	
Napier, W.	Transcona	W.	
Naven, E. V.	Winnipeg	W.	
Neale, H. G.	Toronto	_____	
Nearing, J.	Sydney	_____	
Neary, A. V.	Winnipeg	_____	
Neate, F. O.	_____	_____	
Neil, A.	Pacific D.	K. in A.	
Neil, A.	Winnipeg	W.	
Neil, R.	Winnipeg	_____	
Neill, D. J.	Pacific D.	_____	
Neilson, A. E.	Moncton	S.S.	
Neilson, H. K.	_____	_____	
Neitz, W.	Yarmouth	_____	
Nelson, A. B.	Winnipeg	_____	
Nelsen, E. M.	Duluth	_____	
Nelson, J.	Wawanesa	_____	
Nelson, L.	Wawanesa	_____	
Nesbitt, F. W.	_____	_____	
Nestar, A.	Transcona	_____	
Nevin, T.	Winnipeg	W.	
Nevin, W.	On line	_____	
New, C. G.	1st D. WD.	W.	
		1914-15 S.	
New, R.	Lovatt	_____	
Newcombe, J. A.	Halifax	_____	
Newman, A. E.	Sydney	_____	

Newton, W.....	Westfort	_____	Oestreich, G.....	Duluth	_____
Newton, W.....	Truro	_____	O'Farrell, M.....	Fort William	_____
Niblett, A.....	_____	W.	Ogden, J. E.....	Humbolt	_____
		{ 1914-15 S.	O'Hara, F. J.....	Springhill Jct.	_____
Nickerson, C. O....	Moncton	_____	O'Hara, J. P.....	Moncton	_____
Nickerson, J. W....	Moncton	W. & G.	Oldale, T. J.....	Westfort	G.
Nichol, D. R.....	Moncton	_____	Olds, A.....	Winnipeg	_____
Nichol, J. D.....	Radville	W.	O'Leary, C. B....	North Bay	W.
Nicholas, C.....	St. John	_____	Oliphant, J. H....	Ft. William	_____
Nichols, L.....	Rainy River	_____	Oliphant, J. K....	Ft. William	W.
Nicholson, H. H....	Charlottetown	_____			{ M. in D.
Nicholson, H. M....	Sydney	_____	Oliver, J. G.....	Dalmeny	_____
Nicholson, J.....	Brandon	_____	Oliver, J.....	Prince Albert	_____
Nicholson, J. D....	N. Battleford	_____	Oliver, H. J. V....	Pt. Tupper	_____
Nicholson, V.....	Belleville	_____	Oliver, L. M.....	Pacific D.	K. in A.
Nicholson, W.....	Winnipeg	_____	Oliver, R. R.....	_____	_____
Nicholson, W.....	Winnipeg	_____	Oliver, W. E.....	_____	_____
Nickerson, J. E....	Moncton	_____	O'Loughlin, W. E..	Toronto	_____
Nickle, J.....	Winnipeg	_____	Olsen, H. P.....	Winnipeg	W.
Nicoll, A.....	Winnipeg	_____	Olson, O. R.....	Winnipeg	_____
Nicoll, F. W. M....	Halifax	W.	O'Malley, W. A....	Winnipeg	_____
Nicol, J.....	Dauphin	1914-15 S.	O'Neill, C.....	Moncton	_____
Nicolson, J. S....	Brandon	M. D.	O'Neill, J.....	Toronto	_____
Nightingale, B....	Winnipeg	W.	O'Neill, J. A....	Kamloops	W.
Nightingale, J. W..	Toronto	_____	O'Neill, J. A....	Bridge	_____
Nimmo, J. V.....	Pacific D.	_____	O'Neill, L. C....	Winnipeg	_____
Nisbett, A. V.....	Winnipeg	G.	O'Neill, M. D....	Ottawa	_____
Noddin, C.....	Halifax	_____	O'Neill, S.....	Toronto	_____
Noddin, W.....	Moncton	_____	Orcini, F.....	_____	_____
Nolan, J.....	Winnipeg	_____	Orde, F. H.....	Winnipeg	K. in A.
Nolan, J. P.....	Winnipeg	_____	Omerod, F.....	Winnipeg	_____
Nolin, G. E.....	Rainy River	_____	Ormsby, J. F....	Hawks-Mtl	_____
Nolin, J. W. O....	Chaudiere Jct.	_____	Ormsby, W. R. G.	K. Ottawa	_____
Norris, P. H.....	W. Lines	_____	O'Rourke, J.....	Winnipeg	_____
North, G. A.....	Winnipeg	W.	Orr, A.....	Winnipeg	_____
North, W. E.....	Graham	_____	Orr, P. J.....	Moncton	_____
Northcote, W....	Winnipeg	W.	Orser, L.....	Toronto	_____
Norton, J.....	Sydney	_____	Orton, H.....	Toronto	_____
Norton, J. C.....	Montreal	_____	Orton, K. J.....	Raith	_____
Norton, L. C.....	Sydney	W.	Osborne, W.....	Prince Albert	W.
Norwood, D.....	Edmonton	_____	Oscroft, E.....	_____	_____
Nuttall, E.....	Winnipeg	W.	Ostrander, N....	Winnipeg	K. in A.
Nutter, L.....	Saskatoon	_____	O'Sullivan, W. P..	St. John	_____
Nye, C.....	Toronto	{ K. in A. M. in D.	O'Toole, T. L....	Halifax	_____
			O'Toole, W. E....	Halifax	W.
Oakley, W. H....	Winnipeg	_____	Otto, A.....	Graham	_____
Oakes, F. L.....	Halifax	_____	Otto, C. A.....	Winnipeg	_____
Obrielle, W.....	Winnipeg	_____	Otto, J.....	Ft. William	_____
O'Brien, F. W....	Moncton	_____	Otto, J. H. C....	Roseisle	_____
O'Brien, G. C....	St. John	1914-15 S.	Ouellette, E.....	Amqui	_____
O'Brien, H. H....	Transcona	_____	Ouellett, E.....	Edmundston	_____
O'Brien, J. E....	Rainy River	W.	Ouellet, F. O....	Truro	_____
O'Brien, M. G....	Halifax	_____	Ouellet, J. H....	Riv. du Loup	{ M.M. & 1914-15 S.
O'Connell, C. A....	Chaudiere Jct.	_____	Ouellett, J. N. A. L.	Riv. du Loup	_____
O'Connell, J.....	Campbellton	_____	Ouellet, W. J....	Cochrane	_____
O'Connell, W.....	Edmonton	W.	Oulster, G. D....	Winnipeg	R. O. St. A.
O'Connell, W....	Atikokan	_____	Oulton, H. D....	Moncton	_____
O'Connor, F. H....	Toronto	_____	Owers, W.....	Winnipeg	_____
O'Connor, J.....	Mission	_____	Oxburgh, C. H....	Edmonton	_____
O'Connor, J. F....	Mission	_____	Oxley, E.....	_____	_____
O'Dell, H. L.....	St. John	_____	Oxner, W.....	Halifax	_____
O'Donnell, S. R....	Winnipeg	_____	Ozeransky, W....	_____	_____

Pace, W. G.	Pacific D.	_____	
Padlowski, S.	_____	_____	
Page, A.	Winnipeg	W.	
Page, G.	Moncton	_____	
Paget, J.	Rainy River	W.	
		M.M.	
Painter, H.	Toronto	_____	
Paisley, J. L.	South Devon	_____	
Palin, B. J.	Calgary	_____	
Palmer, F. A.	Humbolt	W.	
		D.C.M.	
Palmer, G. H.	Edmonton	_____	
Palmer, H. A.	_____	_____	
Palmer, H. R. B.	Bedford	W.	
Palmer, J. R.	Capreol	G.	
Panting, A.	Winnipeg	W.	
Papillion, N.	Limolou	_____	
Papps, V. J.	_____	_____	
Paquin, J. A.	Montmagny	_____	
Paquin, J. H.	Calgary	_____	
Paradice, G. F.	Winnipeg	W.	
Paradise, C.	Winnipeg	_____	
Parcells, C. E.	Transcona	_____	
Parenteau, M.	Rainy River	_____	
Park, G.	Saskatoon	_____	
Park, J.	Capreol	W.	
Park, P. M.	Leaside	_____	
Parker, L. F.	_____	_____	
Parkhill, W. J.	Halifax	_____	
Parkinson, J.	Sydney	_____	
Parkinson, J. A.	Moncton	K. in A.	
Parkinson, T.	Brandon	K. in A.	
Parks, G.	Pt. Arthur	_____	
Parks, J. G.	Toronto	W.	
Parks, J. H.	Tor-Ottawa	_____	
Parlee, C. E.	St. John	_____	
Parlee, F.	Edmonton	W.	
Parr, C. B.	_____	_____	
Parrott, H.	Edmonton	_____	
Parson, C.	Saskatoon	_____	
Parsons, F. C.	Winnipeg	_____	
Parsons, R.	Winnipeg	_____	
Parsons, W.	N. Battleford	W.	
Parton, J. G.	Winnipeg	_____	
Passmore, F.	Saskatoon	_____	
Pasmore, F. J.	Dauphin	_____	
Patenaude, A.	Rockland	_____	
Paterson, D. A.	Winnipeg	_____	
Paterson, J.	Winnipeg	_____	
Paterson, R.	Winnipeg	W.	
Paterson, W.	Winnipeg	W.	
Patrick, A.	Winnipeg	_____	
Patriquin, J. G.	Edmonton	_____	
Patterson, D.	_____	W.	
Patterson, F. L.	Ft. Rouge	_____	
Patterson, G. A.	Moncton	K. in A.	
Patterson, G. H.	New Glasgow	_____	
Patterson, J.	Winnipeg	_____	
Patterson, J.	Calgary	_____	
Patterson, J. A.	Beleville	_____	
Patterson, J. B.	Stellarton	_____	
Patterson, J. M.	_____	_____	
Patterson, R.	Winnipeg	W.	
Patterson, S. L.	_____	_____	
Pattison, J. M.	Boston Bar	_____	
Pattison, W. W.	Edmonton	_____	
Paul, P. C.	Capreol	_____	
Paulowich, G.	Winnipeg	_____	
Pawlisohn, F.	Winnipeg	_____	
Pawson, H. G.	Trenton	_____	
Pawson, N.	Pt. Arthur	K. in A.	
Paxton, J. G.	Winnipeg	_____	
Payeur, J. A.	Graham	_____	
Paylor, G.	Kamsack	_____	
Payne, A. D.	Pacific D.	_____	
Payne, A. E.	Transcona	_____	
Payne, H.	Pacific D.	_____	
Payne, J.	Kamsack	_____	
Payne, J. H.	Campbellton	K. in A.	
Payne, P. C.	Toronto	_____	
Payne, L.	Kamsack	_____	
Peacock, W.	Regina	_____	
Peake, C. A.	Moncton	_____	
Pearce, C.	Winnipeg	_____	
Pearce, L. M.	Big Valley	W.	
Pearson, C. D.	Stellarton	_____	
Pearson, H. W.	Transcona	_____	
Pearson, J. F. P.	Moncton	_____	
Pearston, G.	Winnipeg	_____	
Peat, F.	Winnipeg	_____	
Pebbles, L.	Halifax	_____	
Peckham, A. H.	Halifax	_____	
Peck, H. W.	Carsdale	_____	
Pederson, C. J.	Rainy River	W.	
Pederson, J.	Erickson	K. in A.	
Pedrick, H.	Transcona	W. & G.	
Peel, G. N.	Pacific D.	_____	
Peever, A.	Rideau Jct.	_____	
Pegge, A.	Pt. Mann	_____	
Pelham, E.	Halifax	_____	
Pelissier, G. W.	Winnipeg	W.	
Pelkey, A.	St. John	_____	
Pell, G.	Pacific D.	_____	
Pellerin, E.	Edmundston	_____	
Pellerin, J. A.	Moncton	_____	
Pelletier, J. A. J.	Ottawa	_____	
Pelletier, J. O.	Riv. du Loup	_____	
Pelletier, M. J. P. A.	Levis	_____	
Penfold, J.	Transcona	_____	
Penfold, T.	_____	_____	
Pennington, W. C.	Transcona	K. in A.	
Penny, E.	Winnipeg	_____	
Penny, J.	Winnipeg	_____	
Penney, R.	Graham	_____	
Penny, R. A.	Ft. Francis	_____	
Penston, W. R.	Winnipeg	W.	
Pentrie, G.	Brandon	_____	
Peperill, W.	_____	_____	
Percival, H. B.	Toronto	_____	
Perkin, B.	Winnipeg	W.	
		1914-15 S.	
Perkins, G. F.	Moncton	_____	
Perkins, G. G.	Pacific D.	_____	
Perley, G. W. H.	New Glasgow	W.	
Perrault, E. J.	Dauphin	_____	
Perrault, W.	Oak Point	_____	



Perrier, J. C.....	Transcona	—	Pockett, G. W.....	Rainy River	W.
Perron, J.....	Saguenay D.	—	Pockett, J.....	Dauphin	—
Perry, A.....	Halifax	M.M.	Pockett, R. A.....	Dauphin	—
Perry, A. F. W.....	Kamsack	—	Point, H. M.....	Halifax	—
Perry, C. S.....	Pt. Arthur	—	Poirier, J. A.....	Joliette	—
Perry, J.....	Edmonton	—	Poirier, J. A.....	Mont Joli	W.
Perry, J. W.....	Big Valley	W.	Poirier, J. E.....	Transcona	W.
Perry, O. J.....	Pt. Arthur	—	Poirier, J. P.....	Campbellton	K. in A.
Person, E.....	Graham	W.	Poirier, J. T.....	Moncton	—
Peters, C.....	Dist. 2/3 CD	—	Polhamus, T.....	Rosedale	—
Peters, C. C.....	Winnipeg	W.	Polleys, E. H.....	Moncton	K. in A.
Peters, W. D.....	Winnipeg	W.	Polson, H. G.....	Transcona	—
Peterson, C. H.....	Moncton	—	Polyblank, K. G.....	Pt. Arthur	—
Peterson, G. L.....	Winnipeg	—	Pond, J. A.....	Edmundston	—
Petite, J.....	North Sydney	W.	Ponomarenke, W.....	Hanna	W.
Petrie, G.....	Winnipeg	M.M.			St. G. Cr.
Petrie, W.....	Edmonton	—	Poole, A. E.....	Toronto	M.M.
Pettett, W.....	Transcona	—	Poole, G. C.....	St. John	—
Pettigrew, W.....	Transcona	—	Poole, W. R.....	Sydney	—
Petten, E.....	Sydney	W.	Pooley, W.....	Ft. William	—
Pettipas, M. W.....	Bayfield Road	—	Pope, R. C.....	Brandon	M.M.
Pfeil, H. H.....	Cochrane	—	Popham, A. M.....	Toronto	—
Phare, G.....	Dauphin	D. of W.	Popham, A. E.....	Toronto	M.M.
Pheasant, W. C.....	Saskatchewan	—	Porter, G.....	Lucerne	—
Philon, A.....	Capele	—	Porter, W. J.....	Hanna	M.M.
Philon, L.....	Prince Albert	—	Porter, W. V.....	Springhill Jct	—
Philon, W. O.....	Prince Albert	W.	Porteous, R. M.....	Regina	K. in A.
Phillips, H. J.....	Rainy River	—	Portloch, F. G.....	Pt. Arthur	—
Phillips, J.....	Winnipeg	—	Portman, H. G.....	P. LaPrairie	M.M.
Phillips, J. E.....	Sandy Lake	—	Portyer, J.....	Youngstown	—
Phillips, F.....	Grand View	—	Potter, P.....	Winnipeg	W.
Phillips, H. J.....	Toronto	—			M. in D.
Phillips, I.....	Winnipeg	—	Potticary, H. M.....	Montreal	—
Phillip, T.....	Moncton	—	Potts, A. O.....	Winnipeg	—
Philo, C. P.....	Regina	W.	Potvin, E.....	Sterling	—
		1914-15 S.	Potvin, J. A.....	Riv. du Loup	—
Phinney, F. H.....	Truro	—	Potvin, R.....	Parent	—
Phinney, C. H.....	Moncton	—	Poucher, L. R.....	Winnipeg	—
Piche, J. L.....	Campbellton	M.	Pouliot, J. A. A.....	Parent	—
Piche, R.....	Fitzpatrick	—	Pouliot, J. E.....	St. Malachie	—
Pickles, F.....	Moncton	—	Powell-Jones, W. J.....	Pacific D.	—
Pickup, G. W.....	Halifax	—	Powell, L. C.....	Painsec Jct.	—
Pico, J.....	Wiseton	—	Powell, O. E.....	Moncton	—
Pidgeon, T.....	Winnipeg	—	Power, F. O.....	Moncton	—
Pierson, J. H.....	Graham	—	Power, G. E.....	Moncton	G.
Pinchin, J. H.....	Rosedale	—	Power, G. H.....	Halifax	—
Pineo, R. M.....	Halifax	W.	Power, G. W.....	Moncton	D. of W.
Pink, A. J.....	Winnipeg	—	Power, H.....	Moncton	—
Pink, H. W.....	Winnipeg	—	Power, H. E.....	Moncton	—
Pinkney, W. L.....	Toronto	—	Power, J. F.....	Campbellton	—
Pinnette, J. R.....	—	—	Power, L.....	Calgary	—
Pinnock, C.....	Toronto	—	Power, M.....	Quebec	—
Pithart, I.....	Brandon	—	Power, M. J.....	Charlottetown	W.
Piton, E.....	Levis	—	Power, S. W.....	Halifax	—
Pitts, C. M.....	Halifax	—	Power, W.....	Moncton	—
Playfoot, S.....	Marshall	—	Power, W. E. S.....	Moncton	M.M.
Plouffe, E.....	Pt. Arthur	—	Pratt, G. A.....	Campbellton	K. in A.
Plouffe, T.....	Pt. Arthur	—	Prentice, W.....	—	—
Plourde, J. E.....	Riv. du Loup	—	Pressing, J.....	Emerson Jct.	W.
Plourde, L. J. N.....	Chaudiere Jct.	—	Preston, C. G.....	Pacific D.	—
Plunkett, E. J.....	Winnipeg	—	Preston, J.....	Humbolt	—
Poaps, R. S.....	Winnipeg	W.	Prevost, E.....	Rawdon	—
			Price, D.....	Halifax	—



Price, E. ....	Edmundston	_____	
Price, E. L. ....	Moncton	_____	
Price, F. G. ....	_____	_____	
Price, H. J. ....	Winnipeg	_____	W.
Price, L. E. ....	Winnipeg	_____	W.
Price, W. B. ....	Moncton	_____	
Price, W. E. ....	Moncton	_____	
Price, W. G. ....	Moncton	_____	
Priest, S. ....	Edmonton	_____	
Primrose, H. P. ....	_____	_____	
Prinn, P. A. ....	Winnipeg	_____	
Pring, F. G. ....	Hanna	_____	
Prior, H. ....	Brandon	_____	
Prior, P. G. ....	_____	_____	
Pritchard, C. G. ....	_____	_____	
Probert, A. ....	Truro	_____	G.
Probert, J. T. ....	Halifax	_____	K. in A.
Proctor, B. P. ....	Winnipeg	_____	
Profit, J. C. ....	Pictou	_____	
Pronovost, J. O. ....	Montreal D.	_____	
Prosser, R. E. ....	New Glasgow	_____	
Proteau, J. H. ....	Kamloops	_____	
Proud, G. J. ....	Kamsack	_____	
Proudfoot, D. G. ....	_____	_____	
Proulx, J. ....	Joliette	_____	
Prout, E. ....	Winnipeg	_____	
Prowse, J. E. ....	Calgary	_____	
Pryor, J. H. ....	Warroad	_____	
Publicover, W. P. ....	Halifax	_____	
Pullar, J. ....	Moncton	_____	
Pumphrey, F. A. ....	Pacific D.	_____	
Puner, A. ....	_____	_____	
Purcell, H. J. ....	Halifax	_____	
Purser, J. ....	Transcona	_____	
Purser, W. R. ....	Transcona	_____	
Purslow, W. H. ....	Winnipeg	_____	
Purvis, C. E. ....	Stellarton	_____	
Purvis, I. A. ....	Toronto	_____	
Purvis, J. R. ....	Pacific D.	_____	
Purvis, W. L. ....	_____	_____	
Pyatt, P. ....	Westfort	_____	K. in A. & MM
Pyrar, J. W. ....	Transcona	_____	
Quail, T. ....	Transcona	_____	
Quealy, O. H. ....	Winnipeg	_____	
Quiggin, D. ....	Winnipeg	_____	W.
Quince, E. ....	Winnipeg	_____	M.M.
Quinn, E. G. ....	Campbellton	_____	
Race, J. ....	Rainy River	_____	
Racine, J. A. ....	Edmundston	_____	
Radford, R. A. ....	Dist. 4 C.D.	_____	
Rae, M. ....	Toronto	_____	
Rafter, C. J. H. ....	Edmonton	_____	W.
Rafter, W. ....	Windsor, Jct.	_____	W.
Kagan, B. ....	Big Valley	_____	
Ragotte, E. ....	Winnipeg	_____	
Ragotte, G. ....	Winnipeg	_____	
Rainville, A. ....	Rainy River	_____	W.
Ramsay, J. A. ....	W. Lines	_____	
Ramsay, J. F. ....	Roblin	_____	W.
Ramsay, P. G. ....	Edmonton	_____	
Rand, C. F. ....	Winnipeg	_____	
Rand, C. W. ....	Moncton	_____	W.
Randall, B. C. ....	Moncton	_____	
Randall, E. ....	Moncton	_____	K. in A.
Rankine, D. ....	Transcona	_____	M.
Rankin, W. E. ....	Ft. William	_____	
Ranson, R. ....	Walachin	_____	W. & G.
Ransted, F. ....	Prince Albert	_____	
Ralston, W. A. ....	Edmundston	_____	
Rassboro, F. ....	Rainy River	_____	
Ratcliffe, F. M. ....	Transcona	_____	
Rathwell, L. G. F. ....	Graham	_____	
Rattray, A. ....	Hillier	_____	W.
Rattray, J. P. ....	Dist. 2/3 CD	_____	M.M.
Raven, R. F. ....	Transcona	_____	W., G. & S.S.
Raven, W. F. ....	Transcona	_____	
Rawding, T. ....	Moncton	_____	
Rawlings, J. V. ....	Toronto	_____	
Raymond, C. ....	Toronto	_____	W.
Raymond, S. J. ....	Trenton	_____	
Raymour, K. ....	Pacific D.	_____	
Rea, C. A. ....	Winnipeg	_____	
Read, C. G. ....	Moncton	_____	
Read, V. C. ....	Toronto	_____	
Read, W. W. ....	Toronto	_____	
Reading, A. L. ....	Pacific D.	_____	
Redgrave, W. ....	Pt. Arthur	_____	W.
Redmond, R. ....	Halifax	_____	W.
Redwood, S. C. ....	Edmonton	_____	
Reed, A. H. ....	Winnipeg	_____	
Rees, T. ....	Winnipeg	_____	W.
Rees, W. J. ....	_____	_____	
Reeve, A. ....	Toronto	_____	M.B.K.
Reeves, W. ....	Toronto	_____	
Regan, J. ....	Edmonton	_____	W.
Reid, A. ....	Fairfax	_____	W.
Reid, G. C. ....	Yorkton	_____	M.M.
Reid, G. E. ....	Sup. Div.	_____	
Reid, H. ....	Edmonton	_____	W.
Reid, J. ....	Winnipeg	_____	W.
Reid, J. A. ....	Dauphin	_____	
Reid, L. C. ....	Saskatoon	_____	
Reid, R. B. ....	Moncton Dist.	_____	
Reid, W. ....	Sup. Div.	_____	
Reid, W. W. ....	Winnipeg	_____	
Reidy, J. P. ....	Winnipeg	_____	W.
Reilly, A. J. ....	Moncton	_____	1914-15S
Reilly, V. L. ....	Lucerne	_____	W.
Rennick, J. B. ....	Winnipeg	_____	
Rennels, A. J. ....	Halifax	_____	
Rennels, M. J. ....	Grant	_____	
Rennie, W. ....	Winnipeg	_____	1914-15S.
Renton, P. ....	Moncton	_____	
Renton, W. A. ....	Moncton	_____	
Revell, J. T. ....	Charlottetown	_____	M.M.
Reynolds, G. ....	Winnipeg	_____	
Rhodes, H. ....	Moncton	_____	1914-15S.
Rheinhart, I. E. ....	Dauphin	_____	
Rialland, J. ....	Winnipeg	_____	
Rice, L. H. ....	Rosedale	_____	
Rice, J. F. A. ....	Transcona	_____	

Richard, A. ....	Moncton	_____	
Richard, A. ....	Moncton	_____	
Richard, C. ....	Moncton	_____	
Richard, C. J. ....	Big Valley	_____	
Richard, F. ....	Tyrone	_____	W.
Richard, F. F. ....	Moncton	_____	
Richard, J. D. ....	Moncton	_____	
Richard, W. ....	Moncton	_____	
Richards, C. H. ....	N. Battleford	_____	
Richards, J. T. ....	Rosedale	_____	
Richards, T. ....	Rosedale	_____	
Richardson, C. A. ....	Moncton	_____	
Richardson, D. ....	Parent	_____	
Richardson, F. H. ....	Toronto	_____	
Richardson, G. ....	Dauphin	_____	
Richardson, R. ....	Sydenham	_____	
Richardson, R. S. ....	Ft. William	_____	W.
Richmond, A. ....	Rainy River	_____	W.
Rickard, C. J. ....	Winnipeg	_____	
Ricketts, W. A. L. ....	Edmonton	_____	
Ridington, J. ....	Battleford	_____	
Riddell, S. C. ....	Toronto	_____	W.
		_____	M.M.
Riddick, J. ....	L. St. John	_____	
Riddiford, A. W. ....	Todmorden	_____	
Rideout, C. M. ....	Edmundston	_____	
Riehl, J. H. ....	Dauphin	_____	W.
Riley, F. ....	Moncton	_____	
Riley, M. ....	Quebec	_____	
Rimmer, T. J. ....	Winnipeg	_____	W.
Rimmington, J. C. ....	Winnipeg	_____	
Rink, A. ....	Winnipeg	_____	
Rioux, J. G. P. ....	Mont Joli	_____	
Ripley, F. R. ....	Halifax	_____	
Risbey, T. E. ....	Transcona	_____	
Rispin, J. ....	Edmonton	_____	W.
		_____	1914-15 S.
Ritchie, A. ....	Winnipeg	_____	W.
Ritchie, G. J. ....	Moncton	_____	
Ritson, T. ....	Winnipeg	_____	
Rivard, A. ....	Drummondville	_____	
Rivers, W. E. ....	Vancouver	_____	
Rivest, G. ....	Limoilou	_____	
Rix, C. S. ....	Transcona	_____	
Robb, S. ....	Winnipeg	_____	W.
Robb, W. G. ....	Ft. Frances	_____	
Robert, J. A. T. ....	Joliette	_____	
Roberts, G. A. ....	Calgary	_____	
Roberts, G. H. ....	Winnipeg	_____	
Roberts, G. M. ....	Transcona	_____	
Roberts, H. ....	Transcona	_____	
Roberts, H. E. ....	Dist. 1 CD	_____	
Roberts, J. ....	Rosedale	_____	
Roberts, J. ....	Transcona	_____	W.
Roberts, J. H. ....	Ft. William	_____	
Roberts, J. L. ....	Montreal	_____	
Roberts, S. ....	Halifax	_____	
Roberts, T. ....	Transcona	_____	D.
Roberts, W. H. ....	Transcona	_____	
Robertson, A. N. ....	Ft. Frances	_____	
Robertson, A. ....	Winnipeg	_____	
Robertson, C. R. ....	Transcona	_____	W.
Robertson, F. G. ....	Halifax	_____	W.
Robertson, G. ....	Toronto	_____	
Robertson, G. ....	Toronto	_____	W.
Robertson, H. G. ....	Winnipeg	_____	
Robertson, J. B. ....	Charlottetown	_____	
Robertson, R. B. ....	Winnipeg	_____	
Robichaud, N. ....	Moncton	_____	
Robillard, C. E. ....	Joliette	_____	W.
Robin, O. ....	Dingle	_____	
Robindaine, S. ....	Joliette	_____	
Robidoux, M. J. P. E. ....	Moncton	_____	
Robinson, F. ....	P. LaPrairie	_____	
Robinson, G. R. ....	Moncton	_____	
Robinson, G. T. ....	Toronto	_____	
Robinson, H. M. ....	Pt. Arthur	_____	
Robinson, H. P. ....	Graham	_____	D. of W.
Robinson, J. ....	Saskatoon	_____	W.
		_____	1914-15 S.
Robinson, J. B. ....	St. John	_____	
Robinson, W. ....	Pt. Arthur	_____	K. in A.
Roblin, A. T. ....	Cochrane	_____	
Robson, W. ....	Winnipeg	_____	W.
		_____	1914-15 S.
Roche, H. E. ....	Halifax	_____	
Roche, J. L. ....	Cochrane	_____	
Rocheffort, J. A. A. ....	Levis	_____	
Rochester, H. C. ....	Vancouver	_____	
Rochette, H. ....	Joliette	_____	
Roddy, T. ....	Winnipeg	_____	
Rodgers, J. ....	Winnipeg	_____	W.
Rodgers, R. St. C. ....	Moncton	_____	
Rogers, A. R. ....	Rainy River	_____	W.
Rogers, A. W. ....	Brandon	_____	W.
Rogers, H. E. A. ....	Pt. Arthur	_____	W.
Rogers, H. P. ....	Winnipeg	_____	
Rogers, J. J. ....	Maivene	_____	W.
Rogers, P. ....	Pt. Arthur	_____	
Rogers, R. R. ....	Winnipeg	_____	W.
Rogers, W. ....		_____	
Rolfe, J. D. ....	Halifax	_____	G.
Roilland, J. ....		_____	
Rolland, T. M. ....	Winnipeg	_____	
Romans, W. F. ....	Halifax	_____	D.
Rondorf, R. ....	Transcona	_____	
Rorke, D. R. ....	Raith	_____	
Rose, B. D. ....	Winnipeg	_____	
Rose, H. ....	Pacific D.	_____	
Rosling, C. ....	Neepawa Jct.	_____	
Ross, A. ....	Winnipeg	_____	
Ross, A. G. ....	Toronto	_____	
Ross, B. D. ....	Winnipeg	_____	
Ross, D. E. ....	Vancouver	_____	
Ross, D. N. ....	Stellarton	_____	W.
Ross, F. ....	St. John	_____	
Ross, G. ....	Rainy River	_____	W.
Ross, G. E. ....	P. LaPrairie	_____	
Ross, J. J. ....	Moncton	_____	K. in A.
Ross, W. J. ....		_____	
Ross, W. S. ....		_____	
Ross, W. W. ....	Mulgrave	_____	W.
Rowe, A. J. ....	Toronto	_____	
Rowe, C. H. ....	Moncton	_____	
Rowe, F. H. ....	Moncton	_____	

Rowland, W. C.	N. Battleford	W.	Sargent, L. W.	Rosedale	_____
Rowley, J. C.	North Bay	1914-15 S.	Sark, J. J.	Moncton	_____
Rowley, R. C.	Pt. Arthur	_____	Satterthwaite, W.	Beulak	_____
Roy, A.	Forsythe	_____	Saull, L. J.	Westfort	_____
Roy, A. W.	Stellarton	_____	Saunders, F. L.	Amherst	_____
Roy, J.	Winnipeg	_____	Savage, B. A.	_____	_____
Roy, J. A. L.	Bridge	_____	Savage, F. E.	Humbolt	_____
Roy, J. C.	Diamond Jct.	_____	Savage, R.	St. Boniface	M.M.
Roy, J. P. E.	Moncton	_____			1914-15 S.
Roy, L. A.	Parent	_____	Savage, P.	Fort William	_____
Roy, R. H.	Stellarton	_____	Savoie, H.	Moncton	M.M.
Roxburgh, W. H.	Lloydminster	_____	Savoie, J. E.	Moncton	_____
Rudland, R.	Halifax	W.	Sawrie, J.	Transcona	_____
Rudman, W. S.	Saskatoon	_____	Sawyer, W. H.	_____	_____
Rue, T. F.	Winnipeg	_____	Scarth, H. L.	Winnipeg	1914-15 S
Runions, A.	Cochrane	M.	Scales, W.	Winnipeg	_____
Rush, H. B.	_____	_____	Scallion, H.	Halifax	_____
Rushby, D.	No. Battleford	W.	Scannell, J. G.	Westfort	_____
Rushton, I. W.	Halifax	_____	Sceli, G. W.	Winnipeg	_____
Russell, A. T. G.	St. John	_____	Scheid, S. P.	Hanna	_____
Russell, D. S.	St. John	_____	Schofield, A. C.	Winnipeg	K. in A.
Russell, F.	No. Battleford	_____	Schofield, S.	Winnipeg	W.
Russell, E. S.	_____	_____	Schram, H. A.	Ft. William	_____
Russell, F. J.	Calgary	_____	Schreiber, C.	_____	_____
Russell, M. F.	Newcastle	_____	Schwieger, H.	Edmonton	_____
Russell, W. A.	Steep Rock	_____	Scotford, L. H.	Winnipeg	_____
Russell, W. K.	Transcona	_____	Scotford, W. E.	Ft. Rouge	_____
Rutherford, J. M.	Truro	_____	Scott, A. J.	Brandon	_____
Rutherford, S.	Winnipeg	_____	Scott, C. M.	Winnipeg	_____
Rutland, W. W.	Toronto	W.	Scott, D.	Pacific D.	_____
Ryan, G.	Moncton	_____	Scott, D. C.	Winnipeg	_____
Ryan, T. C.	Napadogen	_____	Scott, D. J. C.	Winnipeg	_____
Ryan, T. E.	Hillsport	_____	Scott, F.	Somerset	W.
Ryan, W. J. F.	Cochrane	_____	Scott, F. B.	Sackville	K. in A.
Ryland, J. E.	Dist. 2/3 CD	_____	Scott, F. W.	Edmonton	_____
Ryrie, E.	North Bay	_____	Scott, G.	Winnipeg	_____
Ryan, G.	Transcona	D.	Scott, J.	Saskatoon	_____
Sadler, S.	Toronto	_____	Scott, M. F.	Transcona	_____
Salisbury, W. A.	N. Battleford	_____	Scott, R. C.	Winnipeg	_____
Salmon, J. F.	Moncton	_____	Scott, T. L.	Mulgrave	_____
Salmon, T.	Brandon	_____	Scott, W.	Toronto	_____
Saltiel, J.	_____	_____	Scott, W. J. C.	Winnipeg	_____
Salvason, P.	Winnipeg	_____	Scott, W. W.	Moncton	_____
Salvatore, D. M.	_____	_____	Scriberras, P.	Transcona	_____
Salvatore, E.	Winnipeg	_____	Sculland, M. F.	Capreol	_____
Samson, H. C.	Campbellton	_____	Scurr, F. M.	Moncton	W.
Samson, J. O.	Levis	_____	Scurr, W. R.	Moncton	D. of W.
Samuel, S. H.	Montreal	_____	Seager, E. C.	Edmonton	_____
Sanchagrin, J. E.	Natagan	_____	Seal, C. R.	Saskatoon	W.
Sandbeck, H. M.	Williams	W. & G.	Seaman, S. R.	Moncton	_____
Sanders, G. P.	Saskatoon	W.	Sears, J. L.	Moncton	_____
Sanderson, G. G.	Graham	_____	Searle, J. J.	Truro	W.
Sanderson, H.	Toronto	_____	Searles, D. A.	Rosedale	_____
Sanderson, J. E.	Winnipeg	1914-15 S.	Seath, A. F.	Prince Albert	W.
Sanderson, V. K.	Morell	_____			1914-15 S.
Sandmoen, T. O.	Rainy River	_____	Sebinak, N.	Winnipeg	_____
Sandola, T.	Winnipeg	_____	Seeley, G. F.	Moncton	_____
Sands, R. E.	Moncton	_____	Seguin, P.	Fisher	_____
Sargeant, D.	_____	_____	Selicks, H. J.	_____	_____
Sargent, H.	Birds Hill	_____	Sergeantson, R. L.	Toronto	_____
Sargent, H. G.	Truro	_____	Servais, A. J.	Pt. Arthur	_____
			Servigny, J. O.	Leveux	_____
			Sevri, M.	Redditt	_____

Sewell, G. F. ....	Pt. Arthur	_____	Sinclair, D. H. ....	Toronto	{ W. 1914-15 S
Sewell, J. C. ....	Moncton	_____	Sinclair, J. S. ....	Winnipeg	W.
Seymour, P. ....	Belmont	_____	Sinclair, T. ....	Rosedale	_____
Shales, A. J. ....	Winnipeg	} _____	Sinoneau, J. A. ....	Levis	_____
Shand, E. A. L. ....	Dauphin	{ W. M.C.	Skelhorn, T. ....	Graham	_____
Shannon, J. ....	Transcona	_____	Skidmore, S. E. ....	Stellarton	K. in A.
Shannon, J. S. ....	Campbellton	M.M.	Skidmore, W. ....	Winnipeg	_____
Shannon, M. P. ....	Campbellton	_____	Skilski, J. E. ....	Sprague	_____
Sharp, D. ....	Winnipeg	_____	Skinner, C. W. ....	Dauphin	_____
Sharp, J. ....	Winnipeg	W.	Skinner, F. ....	Winnipeg	_____
Sharpe, V. ....	_____	_____	Skirrow, H. G. ....	Toronto	_____
Shave, G. ....	Winnipeg	W.	Skinner, F. G. ....	Winnipeg	_____
Shaw, B. B. ....	Radville	W.	Skinner, J. W. ....	Dauphin	W.
Shaw, C. J. ....	No. Regina	W.	Skinner, W. ....	Joliette	W.
Shaw, J. ....	Brandon	_____	Skohood, A. ....	Maidstone	_____
Shaw, R. ....	Truro	_____	Skolrood, L. ....	Maidstone	_____
Shea, G. D. ....	Truro	W.	Slack, C. ....	Amherst	W.
Shea, H. W. ....	Saskatoon	1914-15 S.	Slack, J. K. ....	Truro	_____
Shears, W. ....	Winnipeg	_____	Slack, R. ....	Athol	_____
Sheffels, B. ....	Pacific D.	_____	Slack, R. ....	Dauphin	_____
Sheldon, G. ....	Graham	_____	Slade, H. A. ....	Truro	D. of W.
Shelly, A. G. ....	_____	_____	Sladders, J. S. ....	Winnipeg	_____
Shells, A. ....	Winnipeg	_____	Sliter, G. ....	Brandon	_____
Shenton, H. F. J. ....	Glenavon	_____	Sloan, C. W. ....	Toronto	_____
Shepherd, J. ....	Toronto	_____	Sloan, H. M. ....	Radville	_____
Shepherd, T. ....	Pt. Arthur	_____	Sloat, C. B. ....	Transcona	_____
Shepherd, W. J. ....	Winnipeg	W.	Smedley, N. F. ....	Winnipeg	_____
Sheppard, P. ....	Beulak	_____	Smellie, A. ....	Toronto	_____
Sherrett, S. V. ....	Winnipeg	_____	Small, C. W. ....	Toronto	_____
Sherrett, Y. P. ....	Pacific D.	_____	Small, J. ....	Moncton	_____
Shiels, H. H. ....	Rainy River	W.	Smith, A. ....	Cochrane	_____
Shields, J. ....	_____	_____	Smith, A. G. ....	Ft. Frances	W.
Shields, R. ....	Winnipeg	K. in A.	Smith, A. ....	Brandon	_____
Shields, R. A. ....	Ft. William	W.	Smith, A. E. ....	Saskatoon	_____
Shillabeer, L. R. ....	_____	W.	Smith, A. B. ....	Toronto	W.
Shirley, C. H. ....	Moncton	_____	Smith, A. D. ....	Pictou	K. in A.
Short, W. J. ....	St. John	1914-15 S.	Smith, A. J. ....	Rainy River	K. in A.
Shultz, A. W. ....	Pictou	W., 1914-15 S.	Smith, A. P. ....	Rainy River	_____
Shypriet, N. ....	_____	_____	Smith, C. A. ....	Amherst	W.
Siddle, F. J. ....	Dauphin	_____	Smith, C. A. ....	Portage	_____
Siden, H. ....	Regina	W.	Smith, C. A. ....	Moncton	_____
Sigouin, P. ....	Spirit Lake	_____	Smith, C. C. ....	Nappan	W.
Silverthorn, H. F. ....	Edmonton	_____	Smith, D. ....	Pacific D.	W.
Sin, A. ....	Winnipeg	_____	Smith, D. A. ....	Moncton	_____
Sincox, J. E. ....	Wanwanesa	_____	Smith, E. ....	Toronto	_____
Simms, G. ....	Dauphin	_____	Smith, E. M. ....	Capreol	_____
Simms, R. L. ....	Halifax	W.	Smith, F. ....	Winnipeg	_____
Simon, P. M. G. ....	Toronto	_____	Smith, F. G. ....	Emerson Jct.	_____
Simmons, A. E. ....	Halifax	_____	Smith, G. F. ....	Toronto	M.M.
Simonson, A. C. ....	Campbellton	_____	Smith, G. ....	Pt. Arthur	_____
Simonds, C. B. ....	Pacific D.	_____	Smith, G. H. ....	_____	K. in A.
Simpson, A. E. ....	Edmonton	_____	Smith, G. R. ....	_____	_____
Simpson, A. P. ....	St. John	_____	Smith, H. ....	Pacific D.	_____
Simpson, C. ....	Lucerne	_____	Smith, H. E. B. ....	Moncton	_____
Simpson, C. ....	Winnipeg	_____	Smith, H. G. L. ....	Sud.P.Arthur	K. in A.
Simpson, G. H. ....	St. John	W., 1914-15 S.	Smith, H. E. ....	Ft. William	{ W. M. in D.
Simpson, H. ....	Edmonton	_____	Smith, H. L. ....	Moncton	_____
Simpson, R. W. ....	Stellarton	_____	Smith, H. M. ....	Sydney	_____
Simpson, S. ....	Transcona	W.	Smith, H. M. ....	Campbellton	_____
Simpson, W. ....	Toronto	_____	Smith, J. ....	Westfort	_____
Simpson, W. J. ....	Toronto	_____	Smith, J. ....	Stellarton	_____
Sies, C. W. ....	Hanna	M.M.			



Smith, J. R. ....	_____	_____	_____
Smith, L. E. .... Dauphin	_____	_____	_____
Smith, J. P. .... Charlottetown	_____	_____	_____
Smith, J. T. .... Sydney	_____	_____	_____
Smith, R. .... Cochrane	_____	_____	_____
Smith, R. .... Humbolt	_____	_____	_____
Smith, R. A. .... Moncton	_____	_____	_____
Smith, R. E. .... Mulgrave	K. in A.	_____	_____
Smith, R. H. .... Capreol	_____	_____	_____
Smith, R. S. .... Dauphin	W.	_____	_____
Smith, S. .... Pacific D.	_____	_____	_____
Smith, S. G. .... Toronto	_____	_____	_____
Smith, T. .... Winnipeg	_____	_____	W.
Smith, T. B. .... Transcona	_____	_____	_____
Smith, W. ....	_____	_____	_____
Smith, W. .... Kamsack	1914-15 S.	_____	_____
Smith, W. D. .... St. John	W., 1914-15 S.	_____	_____
Smith, W. S. .... Winnipeg	_____	_____	_____
Smyth, L. P. .... Port Mann	_____	_____	_____
Snafe, J. B. .... Pacific D.	_____	_____	_____
Snarr, A. W. .... Moncton	G. 1914-15 S.	_____	_____
Sneddon, J. .... Winnipeg	_____	_____	_____
Snell, L. .... Winnipeg	_____	_____	_____
Sniveley, S. C. .... Toronto	_____	_____	_____
Snodgrass, J. L. .... Moncton	_____	_____	_____
Snow, R. N. .... N. Battleford	_____	_____	_____
Snyder, W. E. .... Moncton	_____	_____	_____
Soderberg, P. .... Edmonton	_____	_____	_____
Somers, T. R. .... Toronto	_____	_____	_____
Somerville, J. L. .... Transcona	W.	_____	_____
Sommerville, C. .... Brandon	W.	_____	_____
Soper, S. H. .... Transcona	_____	_____	_____
Sopick, M. .... Galilee	W.	_____	_____
Soucy, A. .... Edmundston	_____	_____	_____
Spacone, M. .... Winnipeg	_____	_____	_____
Spaetgens, C. R. .... Kamsack	_____	_____	_____
Spaetgens, H. .... Kamsack	W.	_____	_____
Spahr, J. E. .... Graham	D. of W.	_____	_____
Spargo, A. .... Beulah	_____	_____	_____
Spence, A. .... Transcona	W.	_____	_____
Spence, E. R. .... Truro	_____	_____	_____
Spence, H. J. .... Toronto	W.	_____	_____
Spence, H. A. .... Ottawa	_____	_____	_____
Spence, H. S. .... Toronto	_____	_____	_____
Spence, R. .... Winnipeg	_____	_____	_____
Spencer, W. R. .... Cochrane	M.S.M.	_____	_____
Speight, J. E. .... St. John	_____	_____	_____
Speitfore, S. .... Mordegg	_____	_____	_____
Spooncer, A. .... Saskatoon	_____	_____	_____
Sprague, C. M. .... Marlbank	M.M.	_____	_____
	{ W. 1914-15 S.	_____	_____
Sprague, F. A. .... Pacific D.	_____	_____	_____
Spratt, H. .... Kindersley D.	W.	_____	_____
Sprickerhoff, H. .... Cochrane	_____	_____	_____
Springer, R. .... Yellowhead Pass	_____	_____	_____
Spurgeon, E. W. .... W. Lines	_____	_____	_____
St. Clair Pike H.E. Smith Falls	_____	_____	_____
Stacey, G. V. .... N. Battleford	W.	_____	_____
Stacey, H. .... N. Battleford	_____	_____	_____
Stalker, E. L. .... Parry Sound	W.	_____	_____
Standish, W. J. .... Regina	_____	_____	_____
Stanley, W. S. .... Prince Albert	K. in A.	_____	_____
Stanners, G. M. .... Winnipeg	_____	_____	_____
Stapleton, A. .... Brandon	W. 1914-15 S.	_____	_____
State, A. F. .... Moncton	_____	_____	_____
Steadman, E. C. .... Joliette	_____	_____	_____
Stebbing, E. .... Dist. 2/3 CD	_____	_____	_____
Steele, G. .... Winnipeg	_____	_____	_____
Steel, G. S. .... Winnipeg	_____	_____	_____
Steeves, A. W. .... Moncton	_____	_____	_____
Steeves, B. J. .... Moncton	_____	_____	_____
Steeves, C. G. .... Moncton	_____	_____	_____
Steeves, D. .... Moncton	_____	_____	_____
Steeves, D. E. .... Moncton	_____	_____	_____
Steeves, F. .... Moncton	_____	_____	_____
Steeves, F. A. R. .... Moncton	W.	_____	_____
Steeves, J. E. .... Moncton	_____	_____	_____
Steeves, S. A. .... Moncton	_____	_____	_____
Steeves, W. .... Moncton	_____	_____	_____
Steeves, W. A. .... Moncton	_____	_____	_____
Steeves, W. A. .... Moncton	_____	_____	_____
Steeves, W. H. .... Moncton	_____	_____	_____
Stenning, F. .... Calgary	_____	_____	_____
Stentiford, B. .... Charlottetown	_____	_____	_____
Stephen, W. .... Transcona	D.	_____	_____
Stephenson, G. D. .... Winnipeg	_____	_____	_____
Stephenson, W. .... Pt. Arthur	W.	_____	_____
Sterling, S. L. .... Winnipeg	_____	_____	_____
Steven, J. H. A. ....	W. & G.	_____	_____
Steven, P. O. D. .... Moncton	W.	_____	_____
Stevens, C. .... Moncton	_____	_____	_____
Stevens, D. H. .... Halifax	_____	_____	_____
Stevens, D. P. V. .... Pacific Div.	K. in A.	_____	_____
Stevens, G. W. .... Halifax	D. of W.	_____	_____
Stevens, M. H. .... Toronto	W.	_____	_____
Stevenson, A. F. .... Rosedale	_____	_____	_____
Stevenson, L. .... Toronto	_____	_____	_____
Stewart, H. R. .... Transcona	_____	_____	_____
Stewart, H. R. .... Transcona	_____	_____	_____
Stewart, J. .... Mission	K. in A.	_____	_____
Stewart, K. .... Cochrane	_____	_____	_____
Stewart, R. R. .... Graham	_____	_____	_____
Stewart, M. .... Ft. William	_____	_____	_____
Stewart, R. .... Halifax	_____	_____	_____
Stewart, R. .... Truro	_____	_____	_____
Stewart, R. F. .... Graham	_____	_____	_____
Stewart, W. .... Winnipeg	_____	_____	_____
Stewart, W. H. .... St. John	_____	_____	_____
Stidton, J. .... Winnipeg	_____	_____	_____
Stiles, B. S. .... Moncton	_____	_____	_____
Stillwell, F. .... Cobourg	_____	_____	_____
Stimpson, C. .... Winnipeg	_____	_____	_____
Stirling, W. .... Winnipeg	W.	_____	_____
	{ 1914-15 S.	_____	_____
Strat, J. R. .... Codova	_____	_____	_____
Stirret, C. P. .... Pacific Div.	_____	_____	_____
Stitt, C. M. .... Fort William	W.	_____	_____
St. Laurent, J. O. .... Chaudiere	_____	_____	_____
St. Onge, J. E. .... Holliday	_____	_____	_____
St. Onge, J. L. .... Riv. du Loup	W. G.	_____	_____
Stobart, J. E. .... Edmonton	_____	_____	_____
Stock, B. R. .... Kamsack	_____	_____	_____
Stockall, G. F. .... Halifax	D. of W.	_____	_____
Stockwell, F. ....	_____	_____	_____
Stockall, T. .... Halifax	M.	_____	_____
Stokes, A. C. .... Moncton	W.	_____	_____



Stokes, L. T.....	Moncton	K. in A.	Sweeny, M.....	Winnipeg	_____
Stokes, R. E.....	Winnipeg	W.	Sweet, R. B.....	Truro	D.
Stone, G. T.....	Moncton	1914-15 S.	Swetman, J. H.....	Moncton	_____
Stone, R. M.....	_____	W.	Swetman, W. G.....	Moncton	_____
Stone, W.....	Brandon	W.	Swetnam, D. DeW.	Moncton	D. of W.
Stonehouse, J. W..	North Bay	1914-15 S.	Swetnam, H. B.....	Moncton	D. of W.
Store, G.....	Pacific D.	_____	Swinton, J. J.....	Brandon	_____
Storey, H.....	Dist. 2/3 CD	_____	Swiriduk, P.....	Transcona	W.
Storey, H.....	Halifax	_____	Sykes, E. E.....	Ft. William	_____
Storm, D. H.....	_____	_____	Sylvester, C. C.....	P. LaPrairie	_____
Storrie, T. R.....	Yorkton	_____	Sylvester, H.....	Saskatoon	_____
Strahan, D. J.....	Halifax	_____	Sylvester, T.....	Toronto	_____
Stratford, H.....	Saskatoon	_____	Symes, A. W.....	Toronto	W.
Street, C.....	Goose Lake	G.	Synott, J. D.....	Halifax	_____
Strong, G. A.....	Edmonton	_____	Syons, G.....	Edmonton	M.M.
Strong, J. B.....	Moncton	_____	Tabbarnar, F. H..	Munson	W.
Strong, J. W.....	Rainy River	M.C. M.D.	Tallford, N.....	Dauphin	_____
Strange, H.....	Winnipeg	D.C.M.	Tait, G.....	Winnipeg	_____
Sturgeon, R.....	Winnipeg	M.M.	Tait, W.....	Moncton	_____
Stuart, A. B.....	Transcona	W.	Tait, W.....	Moncton	_____
Stuart, C.....	Radville	_____	Tandy, J. W.....	Winnipeg	_____
Stultz, H. H.....	Moncton	_____	Tanner, H. J. H..	New Glasgow	_____
Stultz, W. A.....	Moncton	_____	Tanner, T.....	Winnipeg	_____
Sturrock, J.....	W. Lines	_____	Tape, E. S.....	Winnipeg	_____
Sudsbury, P.....	Moncton	_____	Tardif, J. Z. O...	Levis	_____
Sullivan, H. E.....	McGivney's	_____	Tardif, S.....	Levis	_____
Sullivan, J. M.....	Linko	W.	Tardrew, H. M...	Edmonton	W.
Sullivan, J. M.....	Linko	_____	Tate, H.....	Winnipeg	W.
Sullivan, J. W.....	Stellarton	_____	Taunton, A. J. S..	Winnipeg	D.S.O., M.D.
Sullivan, M. J.....	Moncton	W. 1914-15 S.	Tavare, L.....	Pacific D.	_____
Sullivan, T. A.....	Halifax	_____	Tawse, H. S.....	_____	_____
Sullivan, T. M.....	Winnipeg	_____	Taylor, A.....	Winnipeg	_____
Sullivan, W. S.....	Halifax	_____	Taylor, A. A.....	Pacific D.	W.
Sullivan, W. T.....	Halifax	W. & G.	Taylor, C.....	Winnipeg	_____
Summer, R.....	_____	_____	Taylor, C. J.....	Calgary	W.
Summerhayes, L...	Chicago	_____	Taylor, F.....	Winnipeg	_____
Summerhill, J. S...	Big Valley	_____	Taylor, F.....	Toronto	_____
Summick, H. E...	Pacific D.	_____	Taylor, F.....	Richmond	_____
Surbey, E. F.....	Pr. Albert	_____	Taylor, G.....	Winnipeg	_____
Surrett, G. J.....	Moncton	_____	Taylor, J.....	Moncton	_____
Suter, H. P.....	Rosedale	_____	Taylor, L.....	Winnipeg	W.
Suter, T. S.....	_____	_____	Taylor, R. E.....	Winnipeg	M.M.
Sutherland, D.....	Winnipeg	_____	Taylor, R. M.....	Pacific Div.	_____
Sutherland, J. O...	Winnipeg	W	Taylor, S. G.....	Winnipeg	_____
Sutherland, L. R...	Halifax	_____	Taylor, T.....	Swan Lake	W.
Sutherland, P.....	Bridgewater	_____	Taylor, W.....	St. Boniface	_____
Sutherland, R.....	Winnipeg	_____	Tebo, L. E.....	Edmonton	_____
Suttie, K. R.....	Winnipeg	G.	Teddesley, C. W...	Pacific Div.	_____
Sutton, J. G.....	Halifax	_____	Telfer, A.....	_____	W.
Sutton, J. N.....	_____	_____	Telfer, G.....	Dauphin	1914-15 S.
Svenceski, L. S...	Pacific D.	D.S.O.CdeG.	Telford, N.....	Winnipeg	1914-15 S.
Swan, W. S.....	Pacific D.	_____	Temple, J. J.....	Wawanesa	W.
Swanson, W. B...	Winnipeg	_____	Templeton, A. P...	Winnipeg	M.M.
Swanson, W. J.....	Winnipeg	W.	Terry, H.....	Winnipeg	_____
Swayne, V.....	Winnipeg	M.M. & B.	Terry, S. J.....	Truro	_____
Sweeney, C. A.....	Moncton	_____	Terry, W. E.....	Pacific Div.	_____
Sweeney, F. J.....	Moncton	W., M.M.	Tester, C.....	Winnipeg	_____
Sweeney, G. G.....	Sioux Lookout	_____	Teulon, C. C.....	N. Regina	W.
			Thacker, E.....	Winnipeg	W. & G.

Theobald, P. T. ....	Joliette		Tony, G. ....	Cisco	W.
Theobald, B. ....	Joliette	S.S.	Tooke, A. A. ....	Halifax	
Therriault, J. O.N. Riv. du Loup			Tope, J. A. ....	Campbellton	D.
Thibault, C. ....	Edmundston		Torrie, A. ....	Pt. Arthur	
Thibeault, C. H. ....	Levis		Tough, J. ....	Winnipeg	
Thibault, W. ....	Mont Joli		Tough, W. ....	Winnipeg	
Thibeault, D. ....	Limoilou	W. 1914-15 S.	Tourdin, T. ....	Dauphin	
Thibeault, G. ....	Joliette		Toutant, G. ....	Tarrien	
Thibodeau, B. ....	Moncton		Tovare, L. A. ....	Pacific Div...	
Thiverge, J. D. ....	Bridge		Towner, C. ....	Bridge	
Thom, D. ....	Oak Curn		Townsend, G. M. ....	New Glasgow	
Thomas, A. C. ....	Stellarton		Townsend, H. J. ....	Truro	
Thomas, E. ....	Winnipeg		Townshend, J. E. ....	Halifax	
Thomas, E. C. ....	Transcona		Toye, E. D. ....	Toronto	
Thomas, R. ....	Winnipeg		Tracey, Y. B. ....	Richmond Hill	M.M. & B.
Thomas, T. P. ....	Shellmouth		Trafford, G. H. ....	Pacific Div.	
Thomas, W. J. ....	Halifax		Trainer, F. ....	Winnipeg	W.
Thomson, A. ....	Sibbald	W.	Traill, A. D. ....	Big River	K. in A. M.M.
Thompson, A. ....	Joliette		Traise, C. T. ....	Halifax	
Thompson, A. ....	Winnipeg		Traise, F. B. ....	Halifax	D.
Thompson, A. A. ....	Moncton		Travers, J. J. ....	Halifax	
Thompson, A. S. ....	Saskatoon	M.M.	Tree, L. E. ....	Winnipeg	M.M.
Thompson, A.W.D. ....	Halifax		Treilhard, S. B. ....	St. Boniface	W.
Thompson, C. ....	Winnipeg		Trellford, A. R. ....	Munson	
Thompson, C. L. ....	Dauphin		Tremble, F. ....	Moncton	
Thompson, E. A. ....	Moncton		Trempe, R. ....	Joliette	
Thompson, F. L. ....	St. Catharines		Tremroth, G. ....		
Thompson, G. S. ....	Truro		Trepanier, J. V. ....	Campbellton	
Thompson, G. H. ....	Zealandia		Treslovc, W. ....	Fort William	
Thompson, G. S. ....	St. John		Trew, J. ....	Dauphin	
Thompson, J. ....	Transcona		Trickett, G. J. ....	Saskatoon	
Thompson, J. E. ....	Rosedale		Trider, A. W. ....	Halifax	
Thompson, J. E. ....	Moncton		Trider, H. A. ....	Moncton Dist.	K. in A.
Thompson, R. ....	Winnipeg		Trimble, W. H. ....	Winnipeg	
Thompson, R. ....	Moncton		Trimminge, E. ....	Rosedale	
Thompson, V. ....	Napanee		Trisch, H. J. ....	Westfort	
Thompson, W. ....	Brandon		Trites, F. H. ....	Moncton	
Thompson, W. ....	Halifax		Trites, J. E. ....	Moncton	
Thompson, W. B. ....	Stellarton		Trites, M. R. ....	Moncton	
Thompson, W. H. ....	Deseronto		Trites, C. A. ....	Moncton	
Thompson, W. J. ....	Radville	W. M.M.	Trites, L. W. ....	Moncton	
Thompson, W. J. ....	Winnipeg		Trites, R. ....	Winnipeg	
Thornber, F. ....	Edmonton		Trites, W. H. ....	Moncton	
Thornton, H. ....	Toronto		Tropp, J. ....		
Thornwaite, A. H. ....	Oxford Jct.	D. of W.	Trotier, J. R. N. ....	Bridge	
Thornwaldson, W. ....	Brandon	K. in A.	Trueman, H. G. ....	Moncton	
Thurrott, H. A. ....	Moncton		Trucman, R. J. ....	Moncton	
Thurlbeck, J. H. ....	Winnipeg	W.	Tulianello, A. ....		
Tidd, C. B. ....	Brandon		Turgeon, W. ....	St. Maurice Div.	
Tienrock, O. ....	Winnipeg		Turgeon, J. B. ....	Moncton	
Tiffin, M. D. ....	2nd D. P. Div.		Turgeon, W. ....	Bridge	
Tigh, F. J. ....	Ottawa	K. in A.	Turnbull, J. ....	Winnipeg	
Tilley, T. H. ....	Pacific Div.		Turner, A. W. ....	Winnipeg	
Timins, D. J. ....			Turner, A. McI. ....	Winnipeg	W.
Tingley, S. K. ....	Stellarton	D.	Turner, C. E. ....	Campbellton	D. of W.
Tipton, H. ....	Halifax		Turner, D. D. ....	Winnipeg	
Tobin, F. M. ....	Halifax		Turner, G. E. ....	Moncton	
Tod, P. ....	Winnipeg		Turner, S. ....	Campbellton	
Todd, W. ....	Transcona		Turner, W. ....	Pacific Div.	
Tomes, J. ....	Winnipeg		Turner, W. ....	N. Battleford	
Tompkins, P. ....	Truro		Turner, W. J. ....	Rainy River	
			Tustin, T. ....	Drummer	

Tweedie, T. ....	Winnipeg	_____	Walker, J. J. ....	Canaan	_____
Twigger, A. G. ....	Moncton	_____	Walker, J. R. ....	Winnipeg	_____
Tuxford, T. G. ....	Transcona	_____	Walker, J. R. ....	Transcona	_____
Ultican, F. R. ....	Moncton	_____	Walker, J. S. ....	Pacific Div.	_____
Upshur, H. ....	Winnipeg	_____	Walker, L. ....	Winnipeg	_____
Upton, C. S. ....	Moncton	_____	Walker, L. C. ....	Winnipeg	_____
Ussher, J. S. ....	Winnipeg	_____	Walker, L. H. ....	Pacific Div.	M.B.K.
Vaillencourt, J. A. ....	Quebec	_____	Walker, P. ....	Westfort	_____
Valiquette, C. E. ....	Montreal	_____	Walker, R. ....	Winnipeg	_____
Valley, F. ....	Winnipeg	_____	Walker, R. G. ....	Transcona	_____
Valley, J. M. ....	Trenton	K. in A.	Walker, R. J. ....	Winnipeg	_____
VanBuskirk, A. G. ....	Moncton	G.	Walker, R. R. ....	Dauphin	_____
VanBuskirk, W. J. ....	Moncton	M.M.	Walker, W. ....	Dauphin	_____
Varinan, L. ....	Prince Albert	_____	Walker, W. ....	Edmonton	_____
Vaughan, A. E. ....	Radville	W.	Walker, J. R. ....	Humbolt	_____
Vautour, J. P. ....	Moncton	_____	Walker, W. ....	Winnipeg	_____
Vegina, A. ....	Limoilou Jct.	_____	Wall, A. M. ....	Moncton	_____
Veinst, C. F. ....	Rideau Jct. ...	_____	Wall, B. C. ....	Moncton	_____
Verge, M. ....	Winnipeg	_____	Wall, M. J. ....	_____	_____
Verville, T. H. ....	La Reine	_____	Wall, W. W. ....	Campbellton,	_____
Veysey, N. ....	Bloomfield	_____	Wallace, A. ....	_____	_____
Vezena, O. ....	Bridge	_____	Wallace, A. ....	Moncton	_____
Vickery, E. J. ....	Winnipeg	W.	Wallace, H. ....	Moncton	_____
Vickery, H. ....	Winnipeg	_____	Wallace, H. C. ....	Kamsack	_____
Vigneault, J. A. ....	Chaudiere Jct.	_____	Wallace, J. ....	Winnipeg	_____
Villeneuve, J. E. ....	Kamsack	_____	Wallace, R. F. ....	North Bay	_____
Villiard, J. ....	Redditt	_____	Wallace, W. A. I. ....	Toronto	W.
Vincent, C. J. ....	Winnipeg	G.	Walley, C. S. ....	Winnipeg	_____
Vincent, E. ....	Transcona	_____	Wallis, G. G. ....	Winnipeg	_____
Vine, A. ....	Brandon	_____	Walsh, C. J. ....	Transcona	_____
Virtue, A. ....	Joliette	_____	Walsh, J. ....	Prince Albert	K. in A.
Vlaminck, A. ....	Transcona	_____	Walsh, J. P. ....	Moncton	_____
Volmer, G. F. ....	_____	_____	Walsh, R. ....	Prince Albert	_____
Vorster, C. J. ....	Prince Albert	_____	Walsh, R. L. ....	Winnipeg	_____
Vorster, J. ....	Pt. Arthur	K. in A.	Walsh, T. B. ....	Winnipeg	_____
Voutour, J. P. ....	Moncton	_____	Walsh, T. J. ....	Quebec	_____
Wadde l, J. ....	Hawks-Mtl.	_____	Walsh, W. ....	Saskatoon	_____
Waddell, J. ....	Pacific Div.	_____	Walsh, W. H. ....	Levis	_____
Waddell, N. McM. ....	Pt. Arthur	_____	Walt, A. S. ....	Hanna	_____
Waddell, V. ....	_____	_____	Walton, G. U. ....	Moncton	W.
Waddell, W. ....	Winnipeg	_____	Walton, M. ....	Transcona	_____
Waddington, N. ....	Winnipeg	_____	Walton, R. ....	Winnipeg	_____
Wade, B. ....	Penniac	_____	Walton, S. ....	No. Battleford	W.
Wade, F. ....	Pacific Div.	_____	Ward, F. D. ....	Moncton	_____
Wade, G. ....	Prince Albert	W.	Ward, F. M. ....	Campbellton	_____
Wade, H. G. ....	2nd District	_____	Ward, H. J. ....	Cochrane	M.C.
Wagstaff, C. G. ....	Halifax	_____	Ward, J. L. ....	St. John	_____
Wagstaff, H. ....	Radville	G.	Ward, S. A. ....	Ft. Frances	_____
Waight, W. ....	N. Battleford	_____	Ward, W. ....	Myrtle	W.
Wain, G. ....	Winnipeg	_____	Ward, W. M. ....	St. John	_____
Wainwright, C. G. ....	Dauphin	_____	Ward, V. W. ....	Neepawa	_____
Walker, A. ....	Cochrane	_____	Wardell, A. T. ....	Winnipeg	_____
Walker, A. ....	Transcona	_____	Waring, J. ....	Winnipeg	_____
Walker, A. E. ....	Moncton	_____	Warren, E. ....	Ft. Frances	_____
Walker, C. H. ....	P. LaPrairie	_____	Warren, H. R. ....	Toronto	_____
Walker, E. H. ....	Radville	_____	Warrilow, F. ....	Edmonton	_____
Walker, G. ....	Winnipeg	_____	Warwick, A. T. ....	Melfort	W.
Walker, G. H. ....	Toronto	W.	Washington, A. E. ....	Saskatoon	_____
Walker, J. ....	Transcona	_____	Wasswell, H. ....	Transcona	_____
			Waterbury, P. R. ....	Moncton	_____
			Waterer, H. ....	Saskatoon	_____
			Waters, F. J. ....	Saskatoon	_____
			Waterton, R. ....	Pacific Div.	_____

Wathem, J. M. ....	Campbellton	_____	_____
Wathen, F. B. ....	Chatham	G.	_____
Watson, A. T. ....	Winnipeg	_____	_____
Watson, C. G. ....	Moncton	_____	_____
Watson, E. T. ....	N. Battleford	_____	_____
Watson, G. S. ....	Rainy River	_____	_____
Watson, J. S. ....	Edmonton	M. in D.	_____
Watson, R. B. ....	Sydney	W.	_____
Watson, W. ....	Winnipeg	W.	_____
Watson, W. G. ....	Truro	_____	_____
Watson, W. H. ....	Regina	_____	_____
Watt, C. ....	Winnipeg	_____	_____
Watt, C. ....	Winnipeg	W.	_____
Watt, J. A. ....	Winnipeg	M. in D.	_____
Watters, J. H. ....	Pt. Arthur	_____	_____
Watts, A. F. ....	Winnipeg	_____	_____
Watts, H. J. ....	Winnipeg	W.	_____
Watts, J. A. ....	Winnipeg	_____	_____
Watts, T. A. ....	Winnipeg	1914-15 S	_____
Weatherbee, F. ....	Halifax	_____	_____
Webb, B. R. ....	Winnipeg	_____	_____
Webb, E. ....	Winnipeg	_____	_____
Webb, G. ....	Mounville	_____	_____
Webb, J. ....	Sud-Toronto	_____	_____
Webb, W. T. ....	Winnipeg	_____	_____
Webber, A. H. ....	Transcona	_____	_____
Webber, H. ....	Winnipeg	G.	_____
Webster, F. ....	Winnipeg	_____	_____
Webster, W. ....	Dist. 2/3 CD	_____	_____
Wedge, E. ....	Borden	_____	_____
Weeks, H. H. ....	Moncton	_____	_____
Weeson, C. ....	Winnipeg	_____	_____
Weir, H. R. ....	Moncton	_____	_____
Weir, J. W. ....	Toronto	_____	_____
Weiss, A. ....	Emerson	_____	_____
Welbourn, F. R. ....	Pacific Div.	_____	_____
Welch, W. ....	Saskatoon	_____	_____
Welham, J. W. ....	Winnipeg	_____	_____
Welley, W. S. ....	Hanna	_____	_____
Weller, W. A. ....	Rainy River	_____	_____
Welling, A. M. ....	Moncton	_____	_____
Wells, D. ....	_____	_____	_____
Wenham, W. ....	Carlyle	_____	_____
West, A. H. ....	Humphreys	_____	_____
West, A. W. ....	Moncton	_____	_____
West, H. H. ....	Moncton	_____	_____
West, J. ....	Winnipeg	M. in D.	_____
West, J. ....	Harford	_____	_____
West, T. A. ....	Yorkton	_____	_____
West, V. ....	Moncton	_____	_____
West, W. ....	Pacific Dist.	_____	_____
West, W. S. ....	Port Mann	_____	_____
Westaway, M. ....	Winnipeg	K. in A.	_____
Westaway, R. ....	Sydney	_____	_____
Westcott, J. L. ....	Vegreville	W. & G.	_____
Westfall, C. ....	Toronto	_____	_____
Westin, P. A. ....	Winnipeg	_____	_____
Weston, G. ....	Transcona	_____	_____
Weston, J. ....	_____	_____	_____
Whalan, J. ....	Winnipeg	_____	_____
Whalen, A. ....	Moncton	_____	_____
Whalen, J. R. ....	Moncton	_____	_____
Whalen, W. N. ....	Charlot	_____	_____
Wheatley, J. A. ....	Halifax	_____	_____
Whiddon, W. J. ....	Rainy River	_____	_____
Whincup, D. ....	Pt. Arthur	_____	_____
Whitaker, J. A. ....	Rainy River	_____	_____
Whitaker, M. ....	Toronto	_____	_____
White, A. ....	Brandon	_____	_____
White, A. C. ....	Rosedale	G.	_____
White, B. W. ....	Halifax	W.	_____
White, C. ....	Winnipeg	_____	_____
White, C. ....	_____	_____	_____
White, F. ....	Norton	D.	_____
White, J. ....	Brandon	_____	_____
White, J. S. ....	Transcona	_____	_____
White, T. R. ....	Toronto	_____	_____
White, W. ....	Winnipeg	_____	_____
White, W. E. ....	Charlottetown	_____	_____
Whitehead, J. ....	Winnipeg	_____	_____
Whitehead, W. H. ....	Moncton	_____	_____
Whitehead, W. S. ....	Toronto	_____	_____
Whitely, F. ....	Winnipeg	_____	_____
Whiteneck, J. B. ....	Moncton	_____	_____
Whitlock, L. A. ....	W. Lines	_____	_____
Whithan, F. ....	_____	_____	_____
Whitnell, W. ....	Saskatoon	1914-15 S.	_____
Whitson, McL. ....	Winnipeg	_____	_____
Whittaker, H. ....	Wolfenden	_____	_____
Whittaker, O. ....	Rosedale	_____	_____
Whittaker, W. A. ....	Edmonton	_____	_____
Whyard, D. R. ....	Winnipeg	G.	_____
Widdowson, C. T. ....	Winnipeg	_____	_____
Wiggins, T. C. ....	St. John	_____	_____
Wilbur, N. R. ....	Moncton	G.	_____
Wilde, C. N. ....	Vancouver	_____	_____
Wilde, J. E. ....	Chipman	W.	_____
Wildfong, G. ....	_____	_____	_____
Wiles, A. W. ....	Winnipeg	W.	_____
Wilkes, A. ....	Saskatoon	_____	_____
Wilkes, B. ....	_____	_____	_____
Wilkins, A. ....	Moncton	_____	_____
Wilkins, A. W. ....	Moncton	K. in A.	_____
Wilkins, R. ....	Moncton	_____	_____
Wilkinson, C. H. ....	Graysville	W.	_____
Wilkinson, C. R. ....	Toronto	_____	_____
Wilkinson, H. R. ....	Spences Brdg.	_____	_____
Wilkinson, R. W. ....	Winnipeg	_____	_____
Wilkinson, W. S. ....	Winnipeg	_____	_____
Willacy, J. P. ....	Transcona	K. in A.	_____
Willerton, W. E. ....	Neepawa	_____	_____
Willey, H. S. ....	Hanna	_____	_____
Williams, A. ....	Dist. 2/3 CD.	_____	_____
Williams, A. L. ....	Cochrane	_____	_____
Williams, B. G. ....	Cochrane	_____	_____
Williams, C. ....	Winnipeg	_____	_____
Williams, E. ....	Sprague	_____	_____
Williams, E. ....	Transcona	_____	_____
Williams, G. A. ....	Winnipeg	_____	_____
Williams, H. ....	Halifax	_____	_____
Williams, H. ....	Stellarton	M.	_____
Williams, J. C. ....	Halifax	_____	_____
Williams, J. H. ....	Toronto	K. in A.	_____
Williams, J. H. ....	St. John	_____	_____
Williams, J. ....	Port Mann	_____	_____
Williams, R. J. ....	Ft. William	_____	_____



# 166 CANADA'S NATIONAL RAILWAYS

Williams, S. ....	Dauphin	_____	
Williams, V. H. ....	Moncton	_____	
Williams, W. ....	Lovat	_____	
Williams, W. ....	Transcona	_____	
Williams, Z. B. ....	Transcona	_____	
Williamson, D. ....	Winnipeg	_____	
Willis, C. ....	Dauphin	_____	
Willis, F. W. ....	Winnipeg	_____	
		{ W.	
		1914-15 S.	
Willis, F. C. ....	Vermilion	_____	
Wills, R. ....	Halifax	_____	
Williston, R. A. ....	Newcastle	_____	
Willows, G. C. ....	Winnipeg	_____	
Wills, A. ....	_____	_____	
Wilshire, W. ....	_____	_____	
Wilson, A. ....	Winnipeg	_____	
Wilson, A. M. ....	Rosedale	_____	
Wilson, C. ....	Prince Albert	_____	
Wilson, C. ....	Transcona	_____	
Wilson, C. A. ....	Toronto	_____	
Wilson, C. A. ....	Edmonton	_____	
Wilson, C. D. ....	Saskatoon	_____	
Wilson, C. B. ....	Winnipeg	_____	
Wilson, C. W. ....	Hearst	_____	
Wilson, D. F. ....	Toronto	_____	
Wilson, E. C. ....	Saskatoon	_____	
Wilson, G. E. ....	Rosedale	_____	
Wilson, G. R. ....	Moncton	_____	
Wilson, H. ....	Hornepayne	_____	
Wilson, H. M. ....	Edmonton	_____	
Wilson, J. G. ....	Truro	_____	
Wilson, I. ....	Paddington	_____	
Wilson, J. A. ....	Pt. Arthur	_____	
Wilson, J. A. ....	Moncton	_____	
Wilson, J. C. ....	Ottawa	_____	
Wilson, J. C. ....	Ottawa	_____	
Wilson, J. H. ....	Lumsden	_____	
		{ W.	
		1914-15 S.	
Wilson, J. H. ....	Pt. Arthur	_____	
Wilson, J. P. D. ....	Drummondville	_____	
Wilson, J. R. ....	Winnipeg	_____	
Wilson, L. A. ....	Rainy River	_____	
Wilson, L. R. ....	Moncton	_____	
Wilson, R. D. ....	Winnipeg	_____	
Wilson, S. ....	Moncton	_____	
Wilson, S. E. ....	Neepawa	_____	
Wilson, T. ....	Cochrane	_____	
Wilson, T. H. ....	Winnipeg	_____	
Wilson, T. L. ....	Battleford	_____	
Wilson, T. M. ....	Humboldt	_____	
Wilson, W. ....	Hearst	_____	
Wilson, W. C. ....	Moncton	_____	
Wilson, W. L. ....	Joliette	_____	
Wilson, W. F. ....	Brandon	_____	
Wilson, W. H. ....	N. Regina	_____	
Wilson, W. J. ....	Winnipeg	_____	
Wiltshire, C. S. ....	Dauphin	_____	
Wimbush, H. ....	Saskatoon	_____	
Wingrove, W. ....	Limoilou	_____	
Winner, A. E. ....	_____	_____	
Winter, J. A. ....	_____	_____	
Winter, R. ....	Saskatoon	_____	
Wise, H. ....	Kamsack	_____	
		1914-15 S.	
		W.	
Wiseman, P. P. ....	Moncton	_____	
Wite, C. E. ....	Caldonia	_____	
Woitovicz, J. ....	Edmonton	_____	
Wolotko, J. ....	Pt. Arthur	_____	
Woltje, L. R. ....	Rosetown	_____	
Wood, A. E. ....	Dist. 2/3 CD	_____	
Wood, C. ....	Winnipeg	_____	
		{ M.S.M.	
		C de G.B.	
Wood, C. G. ....	Vermilion	_____	
Wood, R. S. ....	Edmonton	_____	
Wood, W. F. ....	Winnipeg	_____	
Woodard, S. ....	_____	_____	
Woodbridge, W. S. ....	Toronto	_____	
Wooden, C. W. ....	Winnipeg	_____	
Woodhouse, W. P. ....	Makinak	_____	
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Woodhurst, D. ....	Brandon	_____	
Woodman, Alonzo. ....	Transcona	_____	
Woods, A. E. ....	Winnipeg	_____	
Woods, C. ....	Winnipeg	_____	
Woods, C. A. ....	Newcastle	_____	
Woods, C. A. ....	Hanna	_____	
Woods, G. C. ....	Vermilion	_____	
Woods, T. ....	Transcona	_____	
Woods, W. J. ....	Winnipeg	_____	
Woolston, A. T. ....	Winnipeg	_____	
Wooster, H. ....	Dauphin	_____	
Woodworth, P. W. ....	Moncton	_____	
Workman, R. ....	Winnipeg	_____	
Workman, S. F. ....	Pacific D.	_____	
		{ W.	
		M.C.	
		M. in D.	
Worsfold, J. H. ....	Calgary	_____	
Wright, A. ....	Saskatoon	_____	
Wright, A. E. ....	_____	_____	
Wright, C. P. ....	Halifax	_____	
Wright, D. ....	Winnipeg	_____	
Wright, F. ....	Parry Sound	_____	
Wright, F. D. ....	Winnipeg	_____	
Wright, G. ....	Toronto	_____	
Wright, St. G. ....	Halifax	_____	
Wright, W. F. ....	Moncton	_____	
Wright, W. H. ....	Toronto	_____	
Writer, B. ....	_____	_____	
Wyllie, D. V. ....	Kamloops	_____	
Wylie, J. ....	Cochrane	_____	
Wynn, L. ....	Ft. William	_____	
		W.	
Yates, F. A. ....	Saskatoon	_____	
Yates, H. H. ....	Prince Albert	_____	
Yaworski, P. ....	Kilwinning	_____	
Yeo, L. E. ....	_____	_____	
York, R. D. ....	Graham	_____	
Youlds, J. O. ....	Halifax	_____	
Young, A. ....	Pacific Div...	_____	
Young, A. ....	Pt. Arthur	_____	
Young, A. A. ....	Pt. Arthur	_____	
Young, A. L. ....	Winnipeg	_____	
Young, C. ....	Stellarton	_____	
Young, C. A. ....	Limoilou	_____	
Young, C. ....	Edmonton	_____	
Young, C. D. ....	Brandon	_____	
Young, C. S. ....	Toronto	_____	
Young, E. ....	Rainy River	_____	
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Young, F. J.....	_____	Youngberg, F.....	Rainy River	_____
Young, G.....	Brandon	Younghusband, F.L.	Dauphin	K. in A.
Young, G. A.....	Moncton	Younglove, B. LeR.	Chicago	_____
Young, H.....	Bramson	Youngson, C. D....	_____	W.
Young, H. A. J....	Halifax	Youngson. T. R....	Kamsack	W.
Young, H. E.....	Kamsack			
Young, J. A.....	Neepawa	Zazzard, S.....	_____	
Young, J. E.....	Bathurst	Zeitler, H.....	Winnipeg	_____
Young, J. G.....	Sag. Div.	Zharmarz, G.....	Woodridge	_____
Young, L.....	Winnipeg	Zryd, C. J. L.....	_____	_____
Young, M.....	Cochrane	Zuboski, I.....	_____	_____
Young, R. C.....	_____	Zwisker, A. A.....	_____	_____
Young, W. S.....	Pt. Arthur			
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